

VISION 2010



San Mateo General Plan



Digitized by the Internet Archive
in 2026 with funding from
State of California and California State Library

<https://archive.org/details/C124923535>

2001 9078

VISION 2010



INSTITUTE OF GOVERNMENT
STUDIES LIBRARY
DEC 5 2000

UNIVERSITY OF CALIFORNIA

San Mateo General Plan

A Vision of San Mateo in 2010

In 2010, San Mateo is the pre-eminent city in San Mateo County. It has balanced commercial and residential growth, with a distinguished downtown and viable, wholesome neighborhoods. It is driven by a solid, healthy economic and financial base, and it is the cultural center of San Mateo County.

A closer look reveals these portraits of the City:

- ◆ The City's residential neighborhoods are known for their exceptional quality and small-scale, suburban character. They attract families of all sizes and types. The neighborhoods offer safety, a wholesome environment, and shaded, tree-lined streets. The City is committed to doing what it can to provide housing affordable to all.
- ◆ San Mateo's diversity is a focus for civic pride. The City welcomes people of all ages, incomes, ethnic and racial groups, religions, and creeds.
- ◆ High-quality design enhances the City's reputation. Street trees line the El Camino (SR 82), US 101 is screened by soundwalls and dense shrubs, wide sidewalks attract pedestrians, and distinctive entry points distinguish the City from all others on the Peninsula.
- ◆ Parks and open spaces frame the City on the east and west, from a new Shoreline Park on the San Francisco Bay shore, to the rolling hills near Sugarloaf Mountain. Creekside parks show the high value the City places on its natural resources.
- ◆ Recreation is important to San Mateans, and the City offers a wide variety of recreational programs that include social services, child care, cultural arts, and programs for all ages, from youth to seniors.

A Vision of New Mexico in 2010

Presented to the New Mexico State Board of Education

by the New Mexico State Board of Education
and the New Mexico State Board of Higher Education

in cooperation with the New Mexico State Board of Health

The following is a summary of the vision of New Mexico in 2010, as presented by the New Mexico State Board of Education and the New Mexico State Board of Higher Education, in cooperation with the New Mexico State Board of Health.

The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment.

The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment. The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment.

The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment. The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment.

The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment. The vision of New Mexico in 2010 is a vision of a state that is a leader in the nation in the areas of education, health, and the environment.

- ◆ Downtown San Mateo is the commercial, residential, civic, and cultural center of the City, attracting the City's residents downtown with vibrant shopping streets, elegant condominiums, a new civic center, movie theaters, hotels, the transit center, a performing arts center, and a core of historic buildings which provide a glimpse of the City's past.
- ◆ Clusters of offices, retail businesses, and multi-family residential developments attract visitors and residents to Mariner's Island, the SR 92 corridor, and the new, relocated Hillsdale and Hayward Park train stations. The Hillsdale Shopping Center's distinctive expansion has made it the most successful regional center on the Peninsula. The Bridgepointe and Bay Meadows developments provide an exciting mixture of residential, office, and retail uses that complement adjacent neighborhoods and business parks. Friendly, neighborhood shopping streets tempt residents with their wares.
- ◆ A wide variety of transportation choices are available to San Mateans: a modern and efficient CalTrain linked to the Transbay Terminal in San Francisco; express busses connecting with the BART station at the airport; a new rail service joining the Peninsula with the East Bay. SamTrans busses provide frequent and convenient service, and local streets and roads carry drivers smoothly across the City.
- ◆ Finance, insurance, and real estate remain the basis of a healthy City economy, coupled with strong retail sales, auto sales, and attractive new hotels. The City's revenues have been growing faster than inflation.

This General Plan will set in motion those policies that will enable San Mateo to reach this vision by 2010. By adopting this plan, the City is committed to achieving this exciting future.

Table of Contents

- I. Introduction
- II. Land Use
- III. Circulation
- IV. Housing
- V. Urban Design
- VI. Conservation/Open Space/Parks and Recreation
- VII. Safety
- VIII. Noise
- IX. Appendices
- X. Glossary/Index
- XI. Acknowledgements

Table of Contents

Chapter 1: Introduction	1
Chapter 2: Theoretical Framework	15
Chapter 3: Methodology	35
Chapter 4: Data Collection	55
Chapter 5: Results	75
Chapter 6: Discussion	95
Chapter 7: Conclusion	115
Appendix A: Questionnaire	135
Appendix B: Interview Schedule	155
Appendix C: Data Analysis	175
Appendix D: References	195

Figures

LAND USE

LU-1	San Mateo Planning Area
LU-2	Employment Locations
LU-3	Land Use Plan
LU-4	Building Height Plan
LU-5	Building Intensity Plan

CIRCULATION

C-1	Street Classifications
C-2	Existing Traffic Conditions
C-3	Future Traffic Conditions
C-4	Transit Routes
C-5	Bikeways System

URBAN DESIGN

UD-1	City Image Plan
------	-----------------

CONSERVATION/OPEN SPACE/PARKS AND RECREATION

C/OS-1	Open Space Lands
C/OS-2	Waterways
C/OS-3	Rare, Threatened, and Endangered Species
C/OS-4	Scenic Roadways and Pedestrian Trails
C/OS-5a	Eligible Historic Structures -- Downtown and Vicinity
C/OS-5b	Eligible Historic Structures -- Glazenwood and Vicinity
C/OS-6	Public Parks and Recreation Sites
C/OS-7	Public Parks and Recreation Service Radius Analysis

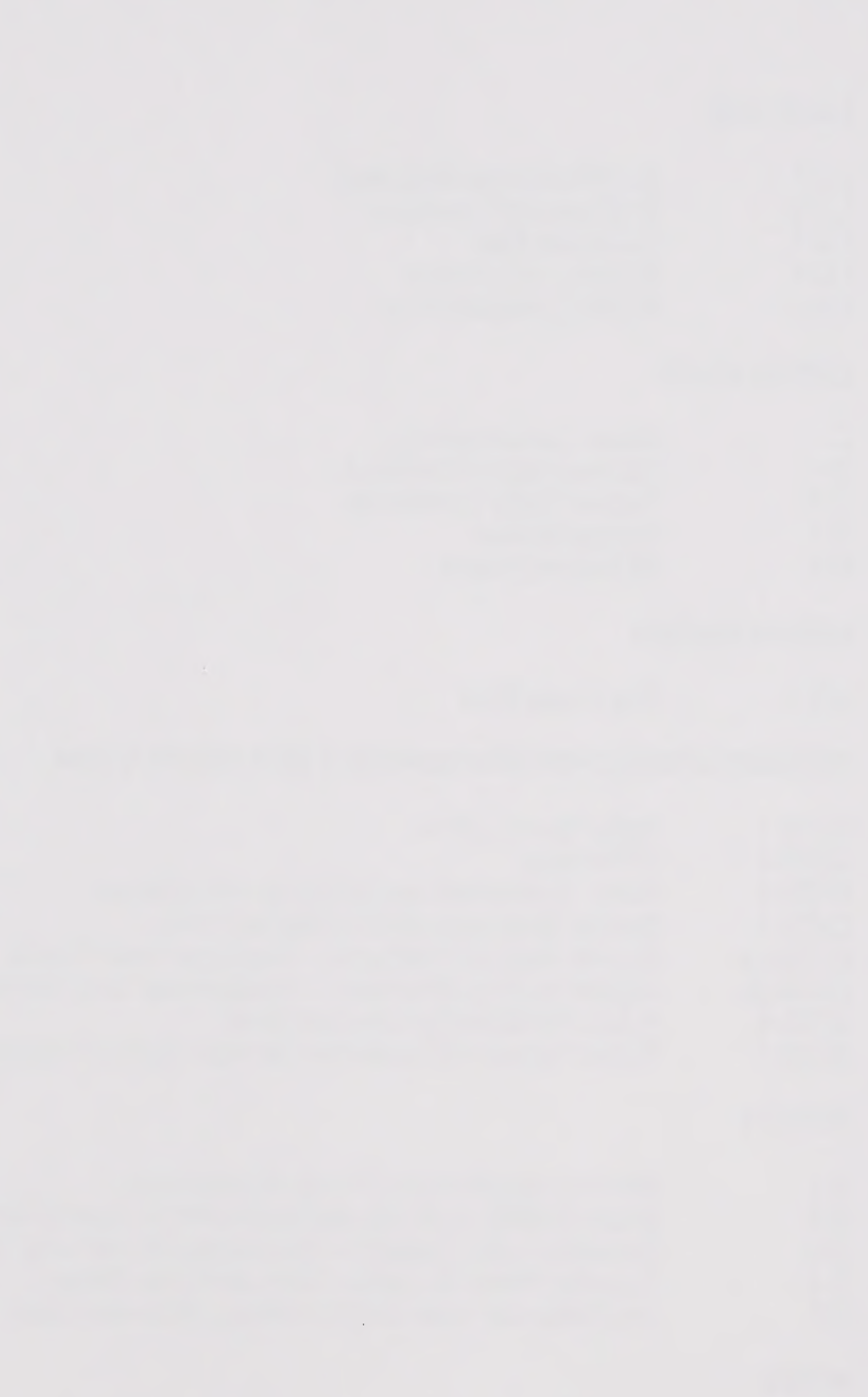
SAFETY

S-1	Shaking Amplification During Earthquakes
S-2	Slope Stability and Liquefaction Potential During Earthquakes
S-3	Potential Flood Hazards -- Stormwater Runoff and Tsunami
S-4	Potential Flood Hazards -- Dam and Dike Failure
S-5	Fire/Police Services and Hazardous Materials Sites

NOISE

N-1	Existing Noise Contours
N-2	Future Noise Contours

Figure 2



Tables and Charts

LAND USE

LU-1	Population Growth
LU-2	San Mateo Planning Area Projections
LU-3	Employment Locations
LU-4	San Mateo Planning Area Development 1988-2010

CIRCULATION

C-1	Typical San Mateo Roadway Characteristics
C-2	Description of Levels of Service for Intersections
C-3	Average Daily Traffic [ADT] Volumes (1988)
C-4	Existing 1988 and General Plan 2005 Volume-to-Capacity Ratios and Levels of Service

HOUSING

H-1	Special Housing Needs: Historical and Projected
H-2	1980-1990 Fair Share Housing Needs
H-3	1990-1995 Fair Share Housing Needs
H-4	1990-2000 Fair Share Housing Needs

CONSERVATION/OPEN SPACE/PARKS AND RECREATION

C/OS-1	Park Acreages and Classifications
C/OS-2	Acreage and Population Analysis
C/OS-3	Evaluation Criteria for School Facilities

NOISE

N-1	Land Use Compatibility Guidelines for Community Noise Environments
N-2	Noise Guidelines for Outdoor Activities

Tables and Charts

Table 1

Table 2

Table 3

Table 4

Table 5

Table 6

Table 7

Table 8

Table 9

Table 10

Appendices

INTRODUCTION

- A. Specific Plan Areas

LAND USE

- B. Land Use Categories
- C. Building Height

CIRCULATION

- D. Circulation Improvements to be Accomplished by the Plan (2010)

HOUSING

- E. Profile of Homeless Persons
- F. Vacant Parcels for Residential Development
- G. Comparison of Maximum Housing Densities in Local Cities
- H. Residential Redevelopment Potential
- H-1a. Assisted Multi-Family Rental Housing Developments
- H-2. Housing Activity on Redeveloped Sites
- H-3. Projected Use of Redevelopment Agency Low and Moderate Income Housing Fund
- H-4. Quantified Objectives for Public Funds
- I. Public Participation in Preparation of Housing Element
- J. Program Evaluation of Previous Housing Element 1980 - 1990
- J-1a. Program Evaluation of Housing Element 1990 - 1995
- J-2. Preservation of Assisted, Affordable Multi-Family Rental Housing Units

CONSERVATION/OPEN SPACE/PARKS AND RECREATION

- K. State Mandated Issues
- L. Summary Information -- Threatened and Endangered Animals
- M. Summary Information -- Rare and Endangered Plants
- N. Inventory of Specific Facilities in San Mateo City Parks
- O. Inventory of School Facilities

SAFETY

- P1 Potential Geologic and Seismic Hazards
- P2 Engineering Characteristics
- Q. Hazardous Waste Management Facility Site Suitability Ratings

Appendix

Table 1

Summary of data

Page 10

Page 11

Page 12

Page 13

Page 14

Page 15

Page 16

Page 17

Page 18

Page 19

Page 20

Page 21

Page 22

Page 23

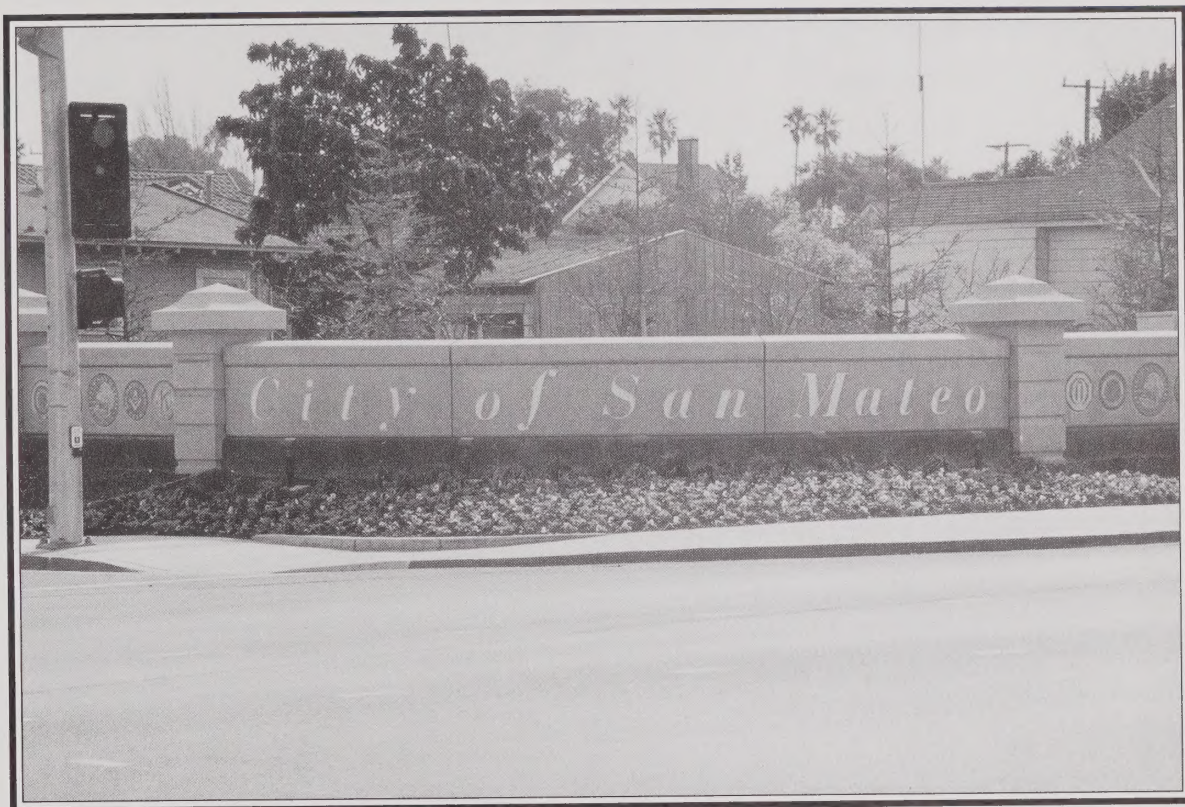
Page 24

Page 25

Page 26

Page 27

INTRODUCTION



I.

Introduction

A. WHAT IS A GENERAL PLAN?

A general plan is the planning guideline for the future of a city. It contains goals and policies which regulate urban development, the protection of the natural environment, and public safety. It reflects the community's long-term vision, and provides the perspective to judge day-to-day decisions by these future goals.

The general plan is used by the City Council and the Planning Commission in considering land use and planning-related decisions, and guides future funding decisions. City staff uses the general plan on a daily basis administering and regulating land use and development activity. The plan also enables citizens and those seeking to develop property to understand San Mateo's values and objectives.

All California cities and counties are required by the State of California to have a general plan. State law requires the general plan to address seven specific topics (elements): Land Use, Housing, Circulation, Open Space, Conservation, Noise and Safety.

B. HOW THE SAN MATEO GENERAL PLAN WAS DEVELOPED

The San Mateo General Plan was developed by a 17 member Citizens Advisory Committee (CAC), appointed by the City Council in December, 1988. CAC members were selected from throughout the community. They were charged with taking a comprehensive view of San Mateo's future development, and not to represent specific interest groups.

The general plan process began in September, 1988, with a series of community workshops with residential and business groups to identify the issues to be addressed in the plan. The resulting list of community issues was provided to the CAC, along with substantial background data and analysis. In over 30 meetings, the CAC directed the study of several alternative development scenarios for San Mateo through the year 2005. From this, they developed goals and policies and a land use plan which are contained in this document.

The General Plan was presented to the community through informational brochures and a series of community workshops held in January and February, 1990. The Plan then went forward, along with an environmental impact report (EIR), to public hearings before the Planning Commission and City Council. The City Council adopted the General Plan for San Mateo on July 16, 1990.

In November, 1991, the voters adopted an initiative which amended the General Plan. The initiative made several changes to the General Plan, primarily directed at reducing maximum heights and densities for residential and most non-residential uses, while increasing the City's commitment to providing affordable housing. Those portions of the General Plan which were amended by the initiative are designated in italics.

As part of the ongoing effort to maintain a current General Plan, a five-year update of the Plan was initiated in 1995. The update focused on several issues: revision of goals and policies established in 1990 that have been implemented or were outdated; incorporation of current demographics, economics, housing, and traffic conditions; and the update of land use and population projections extended to the year 2010, five years beyond the original projections of the 1990 Plan.

C. MAJOR PROPOSALS OF THE GENERAL PLAN

The course of development in San Mateo has largely been established through past decisions. The City is almost entirely developed with little vacant land remaining. However, there are strong economic forces which will bring about major changes through redevelopment of portions of the City.

The General Plan seeks to establish a balance between the need for new growth and development and the preservation of the City's high quality of life.

There are eight major proposals in this General Plan:

1. INCREASE HOUSING OPPORTUNITIES WHILE MAINTAINING THE CHARACTER OF EXISTING SINGLE-FAMILY NEIGHBORHOODS.

An increase in San Mateo's housing stock will be necessary if job growth is to occur. Due to the lack of vacant land and the need for more affordable types of housing, most new residential construction will be multi-family developments. The Plan ultimately provides for over 11,100 new dwellings if all residential properties in the City are developed to maximum densities. If all residential and commercial properties within the City were redeveloped to maximum densities, there would be 74,000 new dwellings. This is highly unlikely, however, and it is estimated that market forces operating under provisions of the Plan will create 3,328 new housing units by the year 2010. This amount of housing production will be less than half of the anticipated 8,460 new jobs which will occur during the next 15 years.

Despite the need for housing, the Plan places a very high value on existing residential neighborhoods, particularly single-family areas which can be overwhelmed by the scale and traffic of new multi-family developments. The Plan rezoned existing intact single-family neighborhoods, particularly in the North Central area, which were designated for multi-family redevelopment. These rezonings will decrease absentee ownership and land speculation, and foster an increased stability in the neighborhood.

Despite these rezonings, substantial areas are available for new multi-family development. The Plan also increases housing opportunities by providing incentives for residential development in certain commercial areas and by redesignating some poorer performing commercial and manufacturing sites for residential redevelopment.

2. MAINTAIN THE COMMITMENT TO STRENGTHENING THE DOWNTOWN AS A MAJOR COMMERCIAL, RESIDENTIAL AND CULTURAL CENTER.

The General Plan supports new commercial and residential growth in the Downtown, but maintaining retail shopping on the ground floors along Third and Fourth avenues and B Street. Development of substantial amounts of housing to support Downtown retail and office growth is fostered in the Gateway area, between the Downtown and US 101.

The Plan proposes that a major cultural arts complex and a civic center be considered for a Downtown location. Maintenance of the historic character of buildings on Third Avenue and B Street is a major component of the Plan, both to provide a glimpse of the City's past and as a viable marketing strategy for retail businesses in the area.

3. CONCENTRATE MAJOR NEW DEVELOPMENT NEAR TRANSPORTATION AND TRANSIT CORRIDORS.

As the pre-eminent city in San Mateo County, San Mateo will continue to attract relatively intense office and residential development. Concentrating these higher intensity projects in areas having good access to freeways and the rail stations will reduce congestion on City streets and create higher value developments surrounded by supporting amenities. The creation of high density "nodes" will also establish a more recognizable urban form. These nodes are located in areas which will minimize the impacts of dense development on surrounding neighborhoods.

The areas identified in this Plan for major new development include the Downtown, Mariners Island, the areas north and east of the SR 92 and US 101 interchange, the Borel Office Park, the Peninsula Office Park and the Interland Office Park.

4. BEAUTIFY AND IMPROVE EL CAMINO REAL (SR 82).

The southern portions of El Camino Real (SR 82) in San Mateo are characterized by visual chaos. Excessive signage, poor building design and a lack of landscaping create a commercial strip in great need of improvement. The Plan limits high-rise development on much of El Camino (SR 82) and provides incentives for residential development or projects which mix residential and commercial uses to break up the commercial strip character of the corridor.

A major median landscaping program is contained in the Plan, as well as installation of street trees. Signage controls are also urged. The area surrounding 42nd Avenue is proposed for future study for more major redevelopment as a commercial anchor to the southern entry to the City.

5. IMPROVE DESIGN QUALITY AND MAINTAIN ESTABLISHED HEIGHT LIMITS.

New development which occurs should enhance, rather than detract from, the character of the City. While good design is subject to individual judgement, the Plan contains design guidelines which set forth the City's objectives and desires for the appearance of new projects.

The Plan establishes height limits which take into account the existing pattern of development and surrounding land uses, and preserve the predominant character of the City.

6. DEVELOP A STRATEGY TO LIMIT TRAFFIC CONGESTION.

Traffic congestion throughout the Bay Area has increased dramatically since Proposition 13 as new development has occurred in suburbs without adequate public funds for major roadway or transit improvements. The Plan attempts to reduce potential traffic by locating major new development near rail stations and freeway access, and by providing sufficient new housing opportunities for expected job growth.

Numerous street and intersection improvements are planned to alleviate existing and anticipated congestion, and a traffic impact fee has been established for new development to help pay the proportionate costs of accommodating traffic increases. Improvements and relocations of train stations are also anticipated.

7. INCREASE OPEN SPACE AND RECREATIONAL OPPORTUNITIES.

The City has acquired two major, and largely unimproved, open space assets: Sugarloaf Mountain and the Bay Shoreline. The Plan proposes that both be improved and made accessible to the public.

Sugarloaf Mountain is proposed as a passive park, with emphasis on protecting the site's natural beauty and value as an animal habitat. Shoreline Park, which would extend along the bayfront from Coyote Point to Mariners Island Boulevard, would be a combination of recreation fields, picnic and vista areas, trails and habitat enhancement.

8. ESTABLISH AND MAINTAIN SAN MATEO AS A SUSTAINABLE CITY.

The goals and policies of the General Plan reflect the desire to establish the City as an environmentally, socially, and economically sustainable city. A sustainable city efficiently manages and conserves its natural resources while encouraging a strong economy and a healthy community for present and future generations.

The Plan's goals and policies incorporate several principles for sustainable communities including: providing a desirable mix of land uses; encouraging a range of household types, sizes, incomes, and ages; creating a livable environment by maintaining defensible streets, buildings, and open spaces; providing community-based economic development; developing services, amenities, and activities that support local residents and attract visitors; providing all residents with access to public transit systems and roadways; encouraging alternative transportation modes; balancing historic preservation with new development; and recycling materials and reducing waste.

D. HOW THE PLAN IS ORGANIZED

The San Mateo General Plan contains the seven mandated elements, although the Open Space and Conservation elements have been combined and are augmented by a section on Parks and Recreation. In addition, an Urban Design element has been added, reflecting the importance of design in future private development and civic projects.

Each element contains a summary of background information and then lists Goals and Policies with supporting text to clarify the intent of the policies. Goals are expressed as general statements of the community's values or aspirations. The Policies are more precise, action-oriented statements, indicating how the goals will be achieved. Maps contained in the Plan are graphic expressions of policy.

Some policies will have accompanying Implementation Measures, which are more specific means of achieving the policy direction and indicate responsible staff departments and desired timeframes.

The final chapters of the Plan include a Glossary to aid in understanding technical terminology used in the document, an Index to assist in locating certain topic areas, and Appendices containing more detailed technical information. A series of Background Reports, which contain comprehensive data and analysis for each element, have not been included in the Plan, but are available for review in the Planning Division.

IMPLEMENTATION OF THE PLAN

The General Plan is the official policy framework for guiding decisions both on private projects and on City capital expenditures. The City will also use the Plan as the basis for reviewing and recommending on projects in the unincorporated area within the City's sphere of influence.

Beyond the Plan itself, there are other means of implementing its overall direction. The City has adopted five specific plans to provide more specific policies and development regulations for certain areas of the community. The adopted specific plans include: Downtown, Mariners Island, Sugarloaf, Shoreline, and Detroit Drive. The areas covered by these specific plans are indicated in Appendix A.

The zoning ordinance constitutes the most specific form of land use regulation. Changes to the zoning ordinance will result from the General Plan, some of which will be approved at the time of adoption of the Plan. Other zoning ordinance changes will require further study to address more complex issues.

The General Plan provides long-range and comprehensive guidance to the City, but the process of growth and change is dynamic and often unpredictable. For these reasons continued monitoring of the impacts of the Plan and the assumptions upon which it is based is necessary. At a minimum, every five years the Plan will be comprehensively re-examined and refined.

LAND USE



II.

Land Use

A. INTRODUCTION

The Land Use Element establishes a comprehensive set of explicit goals, policies and implementation actions which will guide the future use and development of land within the City of San Mateo and the unincorporated area within its sphere of influence to the year 2010. More than any other element, it seeks to establish policies which will achieve the City's vision of the future, one of managed growth.

B. BACKGROUND

AREA DESCRIPTION

The San Mateo Planning Area encompasses 15.7 square miles (3.2 square miles of which are bay waters), including the City of San Mateo (13.5 square miles) and the unincorporated lands (2.2 square miles) as delineated on San Mateo Planning Area Map LU-1. The City is additionally divided into ten specific areas as delineated on Map LU-1.

HISTORY

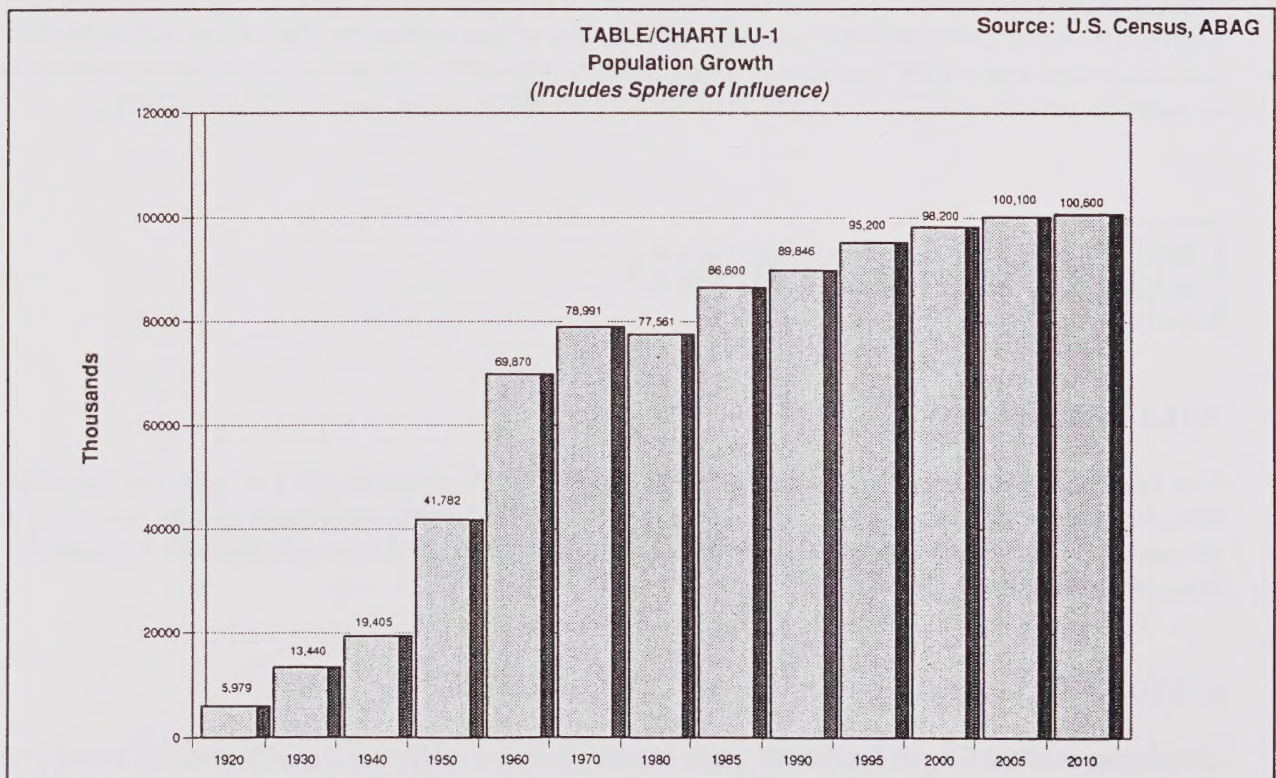
Development of the City of San Mateo began in earnest with establishment of a stagecoach stop along the Old County Road, [El Camino Real (SR 82)] in the 1850's. The center of City activity shifted to the area along Third Avenue and B Street with the advent of the railroad in the 1860's.

The City was incorporated on September 4, 1894 and remained a relatively small community with a very rural character until the 1940's. World War II and the following years were a period of significant growth and development. In 1940 the population was 19,405 persons. By 1960 the population had reached 69,870 persons and the economic base was shifting to office and retail sectors. Significant concentrations of these uses were in the Downtown, Hillsdale Mall and along El Camino Real (SR 82) and amounted to 2.8 million square feet of retail space and 1.2 million square feet of office space.

During the 1970's and 1980's, population growth slowed, increasing by only 16,000, while both retail space and office space increased significantly to 5.6 million square feet and 7 million square feet, respectively. Retail uses are now largely concentrated at Hillsdale Shopping Center, along El Camino Real, and the Downtown. Office uses are concentrated in office parks along the SR 92 corridor and to a lesser extent in the Downtown. These changes have altered both the physical shape and the image of San Mateo from a "bedroom community" to a community that is a place wherein people can both live and work and that is an important subregional office and retail center.

POPULATION PROJECTIONS

San Mateo is becoming a larger, more diverse, and complex community. Population in San Mateo and its sphere of influence over the next 15 years will increase from an estimated 95,200 in 1995 to 100,600 in 2010, as depicted in chart LU-1 Population Growth. The relatively low growth rate is attributable to a continued decrease in average household size, limited vacant land, and high local land values.



As the population increases, the number of households will increase. Household size will however decline reflecting an older population. The community demographic profile will also change as reflected by the few available community population descriptors delineated in Table LU-2 San Mateo Planning Area Projections. Single-person households will continue to make up a significant proportion of the community as will the number of households with older persons.

San Mateo will remain an affluent community through at least 2010. Median household income in San Mateo over the past 30 years has generally exceeded the median income for the region and the nation, and it is projected to remain high. A major trend of the 1970's and 1980's was the increasing number of two or more incomes needed to maintain a high standard of living. The number of two-income households will continue to increase, although to a lesser degree, since the work force already is comprised of a significant number of women.

TABLE/CHART LU-2

**San Mateo Planning Area¹
Projections**

	1985	1990	1995	2000	2005	2010
Median Age ²	33.86	34.32	34.73	35.28	35.47	36.30
Persons per Household ³	2.39	2.38	2.43	2.42	2.41	2.40
Mean Household Income ⁴	\$43,200	\$58,934	\$57,800	\$64,400	\$70,000	\$75,000
Households	36,235	36,938	38,400	39,840	40,810	41,250
Total Employment	46,100	56,350	56,940	62,230	64,120	64,810
Employed Residents	48,200	50,608	51,300	53,800	54,700	56,500

Notes: ¹ Includes the unincorporated area.

² San Mateo County data. City of San Mateo averages are historically higher than the county averages. ABAG Projections 1994.

³ San Mateo County average will increase from 2.64 in 1990 to 2.68 in 2010 while the regional average will increase from 2.61 to 2.64 in the respective time periods.

⁴ In constant 1990 dollars. ABAG Projections 1994.

Source: ABAG Projections 1994

Poverty is still present in the community, though it has remained constant since 1970 at 6% of the population. The face of poverty is changing, mirroring national trends, decreasing among seniors older than 65 years of age, while increasing among children under 18 years. Ethnic diversification will continue at a slower pace than in the region as a whole, and the number of children will continue to diminish as a proportion of the population, both due in large measure to the high housing prices.

ECONOMIC PROFILE

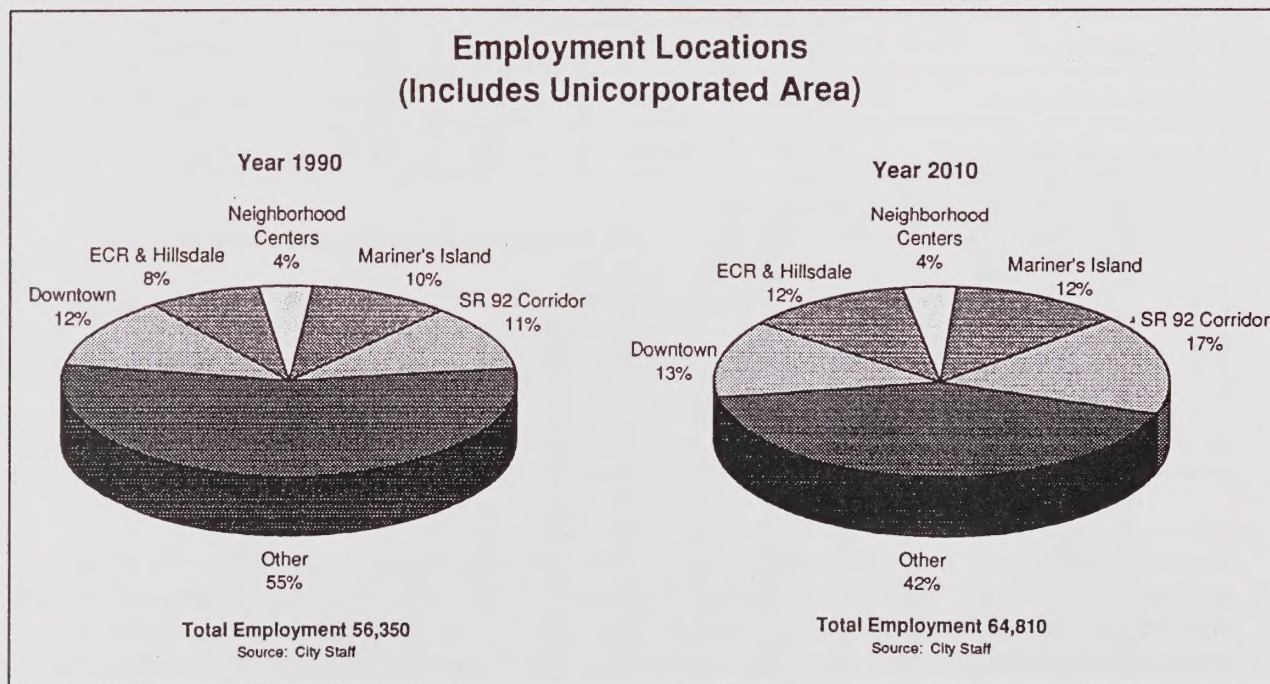
1. ECONOMIC BASE.

Since 1960 San Mateo's economic base has been comprised of office, retail and medical services. Over the next 15 years, this economic base is not expected to change. San Mateo will continue to be attractive to office and retail development because of its unique location between the electronics industry in "Silicon Valley" and downtown San Francisco, proximity to San Francisco Airport, accessibility to the East Bay, and the capacity of local infrastructure and regional circulation system (including the Southern Pacific railway, SR 92, US 101 and I-280) to accommodate additional growth.

According to ABAG 1994 Projections and city staff analysis, both office and retail business sectors are expected to expand significantly. Medical services will remain stable. Industrial uses will continue to slowly decline and be converted to other uses due to the limited supply of suitable sites and the high price of local land.

2. EMPLOYMENT LOCATION.

The majority of the City's jobs is projected through 2010 to remain in the same general locations as indicated on Figure LU-3, Employment Locations. Employment intensification is expected in the Downtown, at Hillsdale Shopping Center, at Mariner's Island, Bay Meadows, near Hillsdale Boulevard and US 101, and along the SR 92 corridor, particularly in the vicinity of the SR 92/US 101 interchange. The SR 92 corridor will contain the largest number of jobs, the Downtown the second highest number of jobs, and South El Camino Real (SR 82) and the Hillsdale Shopping Center the third highest number.



3. FISCAL CONSIDERATIONS.

While the City has a variety of revenue sources, its primary source of revenue is the property tax, with retail sales a close second. Property tax revenues reflect city-wide land and improvement values and tend not to be concentrated. However, land use policies which support new construction and which enhance land values (such as by ensuring property maintenance and high design quality) help support a strong property tax base. The projected increases in office and retail spaces will maintain and improve the City's property tax. Sales tax revenues, on the other hand, tend to be concentrated among fewer properties. Land uses which generate large sales volumes include regional shopping centers, volume discount stores, leasing and sales offices, and auto sales. In San Mateo, major sales tax sources in 1995 include Hillsdale Shopping Center, Downtown, auto dealers on San Mateo Drive and leasing firms in office buildings. Hotels and motels can also generate major revenues to the City through the transient occupancy tax, but the City in 1995 contained relatively few hotels.

LAND USE

1. EXISTING.

The single-major land use in the San Mateo Planning Area is residential, amounting to over 55% of the land area as delineated on the Land Use Plan. Single-family dwellings account for 46% of the units, while multi-family and duplex dwellings account for 54% of the units.

In the unincorporated area, which totals 2.2 square miles, residential uses are the dominant land use. Single-family dwellings constitute over 95% of the dwellings, resulting in a low overall area density. No commercial space exists in the unincorporated area.

Commercial and industrial uses constitute the second largest land use category accounting for over 15% of the total land area, with commercial retail activities accounting for 7%, office development for 4%, and service, industrial and warehousing for 3%.

Institutions (including primarily schools, hospitals, and public buildings) account for 10% of the land area, while parklands account for 8%.

Only 178 acres (amounting to less than three percent of the land area) are vacant within the City limits. Within the unincorporated area, 265 acres remain undeveloped.

2. DEVELOPMENT POTENTIAL.

a. Estimated Development. Estimated development is the likely development given the 1994 ABAG Projections, detailed assessment of vacant and underutilized lands, current and projected market trends, application of the General Plan Building Intensity and Density standards, and typical experience with local development.

San Mateo is expected to continue to develop and grow through the year 2010, as delineated in Table LU-4 San Mateo Planning Area Development. The majority of new development will consist primarily of infill, reuse, or redevelopment. The community will continue to diversify with major

increases in office and retail space and a substantial number of additional dwellings. Commercial development will add over 1.6 million square feet, for a total of 18.3 million square feet and an overall City average FAR of .65. Residential development is expected to add 2,813 dwellings in multi-family buildings and 515 single-family residences for a total of 40,674 dwellings and an overall City average density of 11.3 units/net acre.

**TABLE/CHART LU-4
SAN MATEO PLANNING AREA¹ DEVELOPMENT**

	Existing	Estimated 2010	Theoretical ² Buildout 2010
Residential:			
Single Family	21,792	22,307	19,700
Multi-Family ³	15,554	18,367	29,000
Total	37,346	40,674	48,700
Non-Residential	16,650,000	18,315,800	33,550,000
Notes:	1. Includes unincorporated area. 2. Major institutions/special facilities uses not included. 3. Mixed-use development included.		

Sources: ABAG Projections '94 as adjusted by Economic & Planning Systems Inc, 1990 Census, and San Mateo Planning files.

Major development is anticipated to occur in the Downtown, Hillsdale Shopping Center, at the Bay Meadows Practice Track, and along the SR 92 corridor. Downtown will continue to function as a major employment center, and as the largest concentration of mixed uses, accounting for at least 500 new dwellings.

The majority of new retail space will be added to the regional shopping centers and along South El Camino Real (SR 82). The largest single new residential development, up to 1,300 dwellings, is projected for Bay Meadows Practice Track. The majority of new office space will be added along the SR 92 corridor, probably in the mid-to-later part of the 1990's, making it the largest concentration of offices in the City.

Vacant land which may develop is generally constrained by topographic, geologic, and biologic features as well as infrastructure requirements which will limit the intensity and density and will make development difficult and challenging.

Underutilized land will constitute the major source of future development opportunities. Land is considered to be underutilized if the existing floor space is less than 25% of the maximum permitted floor area, or if a large portion of a site area is utilized for open parking. The more prominent of these sites includes 42nd Avenue Shopping Center, San Mateo County Hospital, and the frontage along the northern portion of US 101.

Several sites with potential for re-use include the closed supermarket at Shoreview Shopping Center, the Parkside Shopping Center and the San Mateo County Hospital.

b. Development Buildout. *Development Buildout -- the theoretical maximum development allowed by the General Plan's Building Intensity and Density standards prior to its amendment by initiative in November, 1991 -- would have allowed for the addition of up to 16.9 million square feet of commercial development, or a 100% increase over the existing floor space, for an overall FAR of .77. The largest concentrations of commercial space would have been in the Downtown, Hillsdale Shopping Center, and at Mariner's Island. The neighborhood shopping centers would have been able to almost double their existing floor space. Office space would have been able to more than triple, making it the largest concentration of commercial space. The SR 92 corridor would have contained the largest single-concentration of office space.*

Maximum theoretical residential buildout would have resulted in a total of 48,700 dwellings with multi-family accounting for over 59% of all units. The number of dwellings could have been significantly higher depending on the number of commercial/residential mixed use developments. Residential densities would have increased to a city average of 17 units/net acre, the equivalent of an R-2 (two-family dwellings) District.

The initiative General Plan amendments reduce the maximum theoretical buildout to bring it more into conformity with estimated (anticipated) development during the General Plan timeframe. The distribution of land uses remains similar to maximum theoretical buildout under the General Plan prior to the initiative, but the amount of development is reduced. Maximum theoretical residential development under the initiative would be 1,815 units on vacant land, and 16,465 units in areas that are currently zoned to permit residential uses, for a total of 56,880 potential units. (See Appendices F and H) Maximum redevelopment for this amount of housing would reduce the amount of commercial development.

3. LAND USE STANDARDS.

State Planning Law requires that the Land Use Element incorporate standards for population density and building intensity to provide a clear guide as to the appropriate use and maximum development potential for all sites in the City of San Mateo. The Land Use Plan LU-3, the Building Height Plan LU-4, the Building Intensity Plan LU-5, and the Land Use Categories contained in Appendix B provide these standards by which all developments in the City of San Mateo will be reviewed.

C. GOALS AND POLICIES

CITY WIDE

1. COMMUNITY DEVELOPMENT.

GOALS

- GOAL 1a:** Maintain San Mateo as the pre-eminent city in San Mateo County.
- GOAL 1b:** Continue the balance between development and open space, between conserving the lower density residential neighborhoods and meeting the City's fair share of new dwellings, between residential and commercial development, between conserving old buildings and new buildings, and between jobs and housing.
- GOAL 1c:** Establish a distinctive city image distinguishable from other Peninsula communities to improve the quality of both the built and natural environments, and assure that future development is both of high quality and compatible with the City's existing character. Guide development to provide efficient circulation and to protect existing neighborhoods, views and natural resources.
- GOAL 1d:** Concentrate major high-intensity commercial office and retail development in specific focal areas, as delineated on UD-1 City Image Plan.
- GOAL 1e:** Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.
- GOAL 1f:** Provide a wide range of land uses, including retail, commercial services, office, industrial, parks, open space, and housing, to adequately meet the needs of the community.
- GOAL 1g:** Attain development which occurs in an orderly fashion and which limits adverse environmental impacts to the community.
- GOAL 1h:** Encourage participation of residents and representatives of local businesses and neighboring jurisdictions in planning for and reviewing community development.

POLICIES

- LU 1.1:** **Planning Area Growth and Development to 2010.** Plan for land uses, population density, and land use intensity as shown on the Land Use, Heights and Building Intensities and City

Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2010: 40,674 dwellings with a population of 100,600, 8,460 new jobs in 10,629,800 square feet of office, and retail space, and 7,686,000 square feet of industrial and service space. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.

The policies included in this plan support a wide variety of land uses and substantial growth of both the commercial and residential sectors which is comparable with the 1989 market projections prepared by city staff. However, the building intensity and density standards will permit greater development in a more favorable market.

The City's circulation and infrastructure systems can accommodate the rate of growth expected under 1989 market conditions with the improvements identified in the Circulation Element. Additional infrastructure capacity will be needed if the growth rate is higher.

- LU 1.2: Land Use Plan.** Adopt and maintain a Land Use Plan graphically displaying the intended uses and development intensity/density for all land within the planning area.
- LU 1.3: Land Use Standards.** Adopt and maintain the land use categories included in Appendix B defining the range of intended uses and linked to development intensity/density limits.
- LU 1.4: Development Intensity/Density.** Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, hazards, traffic and access, necessary services, and general community and neighborhood design. Provide a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.

In addition to criteria such as community design, protection of single-family neighborhoods, avoidance of population overcrowding and traffic congestion, the determination of appropriate intensity and density limitations has taken into account natural environmental constraints such as topography and geotechnical hazards. Hazards such as landslide, flooding, and wildfire are discussed in detail in the Safety Element.

Density of residential development is generally thought of as the number of dwelling units per acre. However, State Planning Law requires that density also be expressed as population density: the number of persons in a given land area. Density is displayed in both forms in the Land Use Plan LU-3 and in the Land Use Categories.

The plan permits new residential development by providing a range for densities from 9 units to 50 units per net acre, with the higher end of the density range to be used only for projects which provide substantial public benefits or amenities. Residential development is also allowed in commercial districts. If expected development takes place, the city-wide average density is expected to increase from 10 to at least 12 units per net acre.

Building intensity is a measurement of the amount of physical development allowed on a parcel. The Land Use Element utilizes a combination of building height and floor area ratio (FAR) (the gross floor area of a building divided by the net lot area) to measure building intensity.

The plan anticipates a range of new non-residential development by providing an FAR range of 0.5-3.0 and by establishing a range of permitted building heights from 25 feet to 90 feet. Higher height limits and the higher end of the FAR range are available only for projects specified locations which provide public benefits and amenities substantially greater than code requirements.

The city-wide average FAR is expected to increase from .59, but to stay below .70, while average height will likely remain less than 45 feet.

LU 1.5: Building Height. Adopt and maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.

Maximum height limits are intended to permit development which will not overburden the City's infrastructure and the circulation system, which is consistent with the plan's intensity/density standards and is compatible with the surrounding land uses, and which will preserve, to the extent feasible, the City's existing character. Height limits range from 25 feet to 90 feet and are contained in Appendices B and C.

Generally, the residential areas are restricted to low maximum heights (32 feet) to protect established neighborhoods, although medium- and high-density multi-family areas have height limits up to 55 feet, to accommodate increased density.

Non-residential maximum heights range from 25 feet (nearest low-density residential areas) to 90 feet (manufacturing, public facilities, and major institutions). Generally, the maximum height is 55 feet.

LU 1.6: Residential Development. Facilitate housing production by carrying out the goals and policies in the Housing Element.

LU 1.7: Multi-Family Areas. Allow multi-family areas to develop at densities delineated on the Land Use Map.

LU 1.8: Mixed Use Commercial-Residential. Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/ industrial and parks/open space.

LU 1.9: Single-Family and Duplex Preservation. Protect established predominantly single-family areas by limiting new development in such areas to single-family uses, and protect predominantly duplex areas by limiting new development to low-density residential uses as delineated on the Land Use Map. Consider redesignating multi-family areas to single-family and low-density residential uses where such uses predominant and where the creation of additional legal non-conforming uses would be minimized.

It is the City's intent to provide ample housing and job opportunities for all its citizens by encouraging a balance of commercial and residential growth.

To meet the need for more housing, the City encourages multi-family residential development in multi-family areas, on vacant land, and on non-residential sites appropriate for housing. At the same time, San Mateo's pleasant single-family and low-density neighborhoods are prominent community assets that merit conservation. In order to protect these neighborhoods from the impacts of higher density redevelopment, it is intended that future development in these areas be restricted to either single-family or low-density development, as designated.

Maximum permitted density ranges for development are established to promote the increase of housing stock consistent with the desired character of development. Residential density ranges are:

<i>DENSITY</i>	<i>UNITS/ NET ACRE</i>	<i>POPULATION/ NET ACRE</i>
<i>Single-Family</i>	<i>0-9</i>	<i>0-20</i>
<i>Low-Density Multi-Family</i>	<i>9-17</i>	<i>21-39</i>
<i>Medium-Density Multi-Family</i>	<i>18-35</i>	<i>40-80</i>
<i>High Density Multi-Family</i>	<i>36-50</i>	<i>81-115</i>

The low-density category is intended for duplex and townhouse development which is generally in close proximity to single-family areas, and often provides a buffer from higher density residential or to non-residential uses.

The medium-density district category generally consists of apartment and condominium buildings developed at two to four stories in height. The high density category includes multi-unit buildings up to 55 feet and three to five stories in height, generally located on or near major streets, surrounding the Downtown, and near train stations.

LU 1.10: Commercial Development. Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety.

Factors such as building height, bulk, design and intensity of use help to achieve high quality urban design, to regulate traffic, and to minimize impact on neighboring uses.

Permissible land uses, heights, and floor area ratios have been determined taking into account existing uses, traffic conditions, urban design, and desired character of the area.

All categories of residential development are allowed in all non-residential land use categories other than the service and industrial categories and those listed as categories 7-11 in part B of Appendix B; except that the maximum density residential category allowed in areas designated as neighborhood commercial is medium-density multi-family.

Residential development in these commercial zones would be consistent with the descriptions in the discussion of Policy LU-1.9.

To ensure that future commercial development is compatible with the desired future character, projects shall meet the criteria established on the Land Use, Heights, and Building Intensities Plans. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety.

LU 1.11: Commercial Focal Areas. *Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.*

By concentrating major commercial development in nodal areas such as the Downtown, Hillsdale Shopping Center, Mariner's Island, and along SR 92, the City achieves comparatively efficient design of its infrastructure and greater opportunities for transit usage. The viability and value of commercial areas are also enhanced by concentrating high quality, intense development in compatible areas. Additionally, a more distinctive city image is established, and neighborhood impacts caused by regional traffic are minimized.

LU 1.12: Neighborhood Shopping Centers. Retain neighborhood shopping centers, with retail being the predominant use, at low to medium intensities and locations delineated on the Land Use Plan and Building Intensity Plan.

Neighborhood shopping centers provide convenience and accessibility to goods and services for residents. They help to reduce traffic because they are typically within walking or short driving distances from residences. Neighborhood shopping centers also provide a unifying element and more distinctive community image to neighborhoods. It is the intent of the Plan that existing neighborhood shopping centers be retained with neighborhood serving retail uses. These centers are indicated on the Land Use Plan with a Neighborhood Commercial land use designation. Maximum development potential is limited so that their neighborhood scale is maintained and that potential impacts of larger regional centers on neighborhoods are avoided.

LU 1.13: Service Commercial Uses. Encourage the retention of service commercial areas to provide convenient service access and a balanced local economy at intensities and locations delineated on the Land Use Plan and the Building Intensity Plan.

LU 1.14: Conflicting Uses. Limit new residential development in service commercial/industrial areas designated on the Land Use Plan to minimize nuisances. Require businesses locating adjacent to residential areas to minimize nuisance impacts such as noise, odors, lighting glare, litter, intrusion of overflow parking and traffic.

Service commercial uses, including auto and truck repair, building material yards, and animal hospitals, are recognized as important components of the overall land use mix. They provide convenient access to needed services, generate tax revenues, and contribute to a diverse employment base. However, given the nature of these uses, provisions are needed to minimize nuisance impacts such as noise, odors, litter and visual blight, especially near residential neighborhoods. This may include limitations on outdoor storage, screening, and upgrade of buildings. Major service commercial strips include: Amphlett Boulevard, Claremont/Railroad Avenue and Palm Avenue.

LU 1.15: Mixed Use. Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.

Mixed Use development joins two different land uses on one parcel, or a combination of uses on different parcels. Typical mixed use development combine retail or office use with residences. Mixed use can benefit the community by providing a diversity of services and activities, providing greater proximity between jobs and housing, promoting more pedestrian activity, and reducing traffic congestion.

These areas are typically served by heavily traveled roadways, and include properties along El Camino Real (SR 82), 20th Avenue, the Downtown, and San Mateo Drive. Areas of the City where mixed use is especially encouraged are indicated on the Land Use Plan. To encourage residential development, building intensity bonuses are provided, as delineated on the Building Intensity Plan.

LU 1.16: Hotels. Encourage development of hotels in commercial areas and allow small "bed and breakfast" hotels in multiple family areas where they are consistent with the density of adjacent uses.

Development of hotels is allowed in all commercial areas unless specifically prohibited by a Planning Area policy. Hotel development has both a regional and local benefit. San Mateo is a prominent business center on the Peninsula, is close to San Francisco International Airport, and has a major exposition center at the County Fairgrounds. Hotels are high tax generators for the City; help support tourism, the office sector, and convention/exhibition space; and provide local employment opportunities for less skilled workers.

LU 1.17: Transportation Corridors. Maintain adequate transportation corridors to accommodate highway and rail transit. Consider redesignation of portions of the railway corridor not required for transportation purposes for development which is compatible with adjacent uses and does not generate significant adverse impacts.

The primary intended use of "Transportation Corridors" is circulation. These corridors include US 101, SR 92 and the rail line. It is intended that these corridors be protected from encroaching development which might interfere with the transportation use or create a hazardous condition. However, the City recognizes the potential opportunity for development on portions of the transportation corridors which could benefit the intended transportation use. The plan therefore allows for potential redesignation of portions of the corridor. An example of a project would be a train station in conjunction with an office and retail development which would serve and attract commuters. This policy also addresses possible air rights development over the rail line.

LU 1.18: Major Institutions/Special Facilities. Encourage the retention of major institutions and special facilities such as Bay Meadows, County Fairgrounds, College of San Mateo, San Mateo County Hospital, Mills Hospital, and Peninsula Golf and Country Club. Allow reuse or redevelopment of institutions and special facilities subject to the approval of a Specific Plan and/or Master Plan for the development in its entirety.

A number of major institutions provide recreational, educational, or medical services that are important to the community. It is the City's intent to retain these facilities.

It is recognized however, that over time, there is the potential for these institutions to redevelop to other uses. Given the size of these properties and relationship to adjacent neighborhoods, an appropriate intensity of use and sensitive site design would be necessary to avoid adverse community impacts. In order to insure that any future redevelopment occurs in a comprehensively planned manner, it is the City's policy that a Specific Plan and/or Master Plan be prepared for the entire property, prior to redevelopment or reuse.

LU 1.19: Legal Non-conforming Developments. Allow legally established non-conforming uses and buildings to be maintained and to be reconstructed if destroyed by fire or natural disaster; allow minor expansion of legal non-conforming developments. Encourage reconstruction and/or minor expansion to have a design which is visually compatible with surrounding development.

This policy continues the 1989 policy which provides that when a building or use is more than 50% destroyed by fire or natural disaster, the building may be rebuilt or the use reestablished if it is located in a district which generally allows the same type of use. The policy also allows for minor expansion of legal non-conforming uses, as long as the design of the expanded portion is visually compatible with adjacent development, the intensity and density limits are not exceeded and it complies with the City's development standards.

LU 1.20: Code Enforcement. As a high priority support code enforcement to ensure that all uses are in compliance with City codes and conditions of development approval.

Code enforcement is provided as a service to city residents and businesses to ensure compliance with the City's codes and conditions of development approval. Code enforcement actions include administering the nuisance ordinance, coordinating health and safety inspections, following through on citizen complaints and insuring compliance with the conditions of development approval. Strong code enforcement creates a more safe and livable urban environment.

2. ECONOMIC DEVELOPMENT.

GOAL 2a: Promote economic vitality which provides jobs for existing and future residents and maintains the City's ability to finance public improvements and human services.

GOAL 2b: Develop and implement a long-term economic development plan and take actions to create financial stability for the City and high-value-added jobs for its residents.

- GOAL 2c:** Promote an intensity of commercial activity that enhances the business climate in the City to increase the level of business types which will benefit existing commercial uses.
- GOAL 2d:** Encourage the development and redevelopment of major sites delineated in the City's economic development plan.
- GOAL 2e:** Maintain streamlined Development Review and Building Permit processes.

POLICIES:

- LU 2.1: Economic Development.** Attract new businesses and encourage the retention and expansion of existing businesses which enhance the City's economic base.
- LU 2.2: High City Revenue Generators.** Retain existing businesses and attract new businesses which are high City revenue generators.
- LU 2.3: Local Employment.** Encourage uses which provide opportunities for employment of all the City's residents, with emphasis placed on major employers that provide high value-added jobs.

It is the City's intent to promote continued economic growth and to expand job opportunities for San Mateo residents. To accomplish these goals, the City will continue to encourage the retention and expansion of existing businesses and attract new ones. The City should particularly encourage businesses which pay salaries high enough to permit employees to live in San Mateo.

Uses such as auto dealerships, hotels, or major retail centers are high revenue producers, generating income for the General Fund. This income ensures adequate resources to pay for infrastructure improvements and to finance needed City services such as police, fire, parks and recreation and libraries. The City also desires to retain existing businesses and attract new ones that emphasize high value-added jobs. These jobs are typically created and required in the areas of high-technology, software, and financial industries.

- LU 2.4: Downtown Plan.** Establish the Downtown as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.

A major goal of the General Plan and the Downtown Specific Plan is to establish downtown as the social, cultural, and economic center of the City. The plan envisions a Downtown that includes a strong retail and office center, high-density housing, a major cultural center possibly containing a museum, art galleries and a performing arts theater, a cinema complex, and the use of the transit center as a major transportation hub. At the same time, it is important to retain the character of old San Mateo.

- LU 2.5: Economic Development Plan.** Develop and maintain an economic development plan that encourages new private investment, increases employment opportunities, ensures a variety of commercial uses, develops a balance between high value-added employment and revenue generating business, and promotes San Mateo as an economically viable and competitive location.

This policy recognizes the responsibility of the City to work with local businesses, economic development organizations, residents, the Chamber of Commerce, and the Downtown San Mateo Association in developing and maintaining an economic development plan for the City. The elements of the plan should: outline the City's current economic situation, strengths and weaknesses; state goals and objectives to achieve a desired level of economic certainty; improve linkages with existing businesses; provide strategies for business retention and attraction; identify targeted sites and businesses; and include implementation measures such as a marketing program.

- LU 2.6: Development Review Process.** Review development proposals and building permit applications in an efficient and timely manner while maintaining quality standards in accordance with City codes, policies, and regulations.

The development review process is provided by the City to ensure compliance with City codes, policies, and regulations, while striving for high quality development that is compatible with its surroundings and provides tangible community benefits including the creation of good jobs, increased revenue for the City, and affordable housing. It is the responsibility of the City to: ensure that the review process is performed in an efficient and timely manner; take time to understand the applicant's goals and use knowledge and common sense to help applicant's achieve these goals; look for solutions to problems and be responsive to community concerns; promote positive communication at all levels of review; and provide analysis and advice to decisionmakers on an ongoing basis.

- LU 2.7: Visitor Economy.** Support the continued development of the City's visitor economy including lodging, entertainment, recreation, retail, and a lively local character.

San Mateo has a wide variety of uses and activities that attract and support visitors from outside the community. Uses and activities such as shopping centers, restaurants, theaters, recreational facilities, San Mateo County Exposition Center, and the downtown area bring Bay Area as well as world wide visitors to the City, while the various lodging facilities provide living accommodations. The various uses and facilities that attract and support these visitors shall be encouraged to locate or be retained in the City.

- LU 2.8: Convenience Retail.** Encourage and preserve convenience retail uses located adjacent to residential neighborhoods.

- LU 2.9: Support Service Uses.** Encourage a variety of support service uses such as restaurants, day care facilities, and markets in locations that are appropriate to provide services to residential neighborhoods and commercial uses.

A significant portion of the City's economy is based on uses that support local neighborhoods and business areas. These uses provide goods and services to residents and workers who find convenience in the close proximity of local retailers, food markets, day care facilities, and other uses to serve their immediate needs. These types of services and uses are encouraged to locate in areas where their business benefits the neighborhood economy.

LU 2.10: Optimize Development Opportunities. Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.

Since San Mateo is a "built-out" community, large sites with the potential for significant development are limited. In order to enhance and strengthen the City's major commercial areas, such as the Downtown Retail Core and along El Camino Real, the City should encourage development in these areas which seek to optimize use of the site and represents a substantial economic development opportunity.

3. AREAS OF SPECIAL CONCERN.

a. Downtown.

GOAL 3a: Create a Downtown San Mateo which is the economic, cultural, and social center of the community.

POLICIES:

LU 3.1: Downtown Plan. Establish the Downtown as the social, cultural and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.

LU 3.2: Significant Historic Structures. Encourage preservation of historical structures as defined in the Conservation/Open Space Element.

A major goal of the General Plan and the Downtown Specific Plan is to establish Downtown as the social, cultural, and economic center of the City. The plan envisions a Downtown that includes a strong retail and office center, high-density housing, a major cultural center possibly containing a museum, art galleries and a performing arts theater, a cinema complex, and the use of the transit center as a major transportation hub. At the same time, it is important to retain the character of old San Mateo.

The Land Use, Height, and Building Intensity Plans show the basic policies adopted for Downtown San Mateo. These are further elaborated in the Downtown Specific Plan, which implements the policies of the General Plan.

b. El Camino Real (SR 82).

GOAL 3b: Promote residential land uses and the visual improvement of El Camino Real (SR 82).

POLICY:

- LU 3.3: El Camino Real (SR 82).** Retain the general residential and landscaped character of El Camino Real (SR 82) north of Tilton Avenue. Promote the visual upgrading of El Camino Real (SR 82) south of Ninth Avenue through increased landscaping, coordination of public improvements, property maintenance, sign control, and development of design guidelines. Residential uses shall be encouraged to provide diversity to the existing commercial character, and building setbacks from adjoining residences used to reduce perceived building mass from El Camino Real (SR 82).

El Camino Real (SR 82) is the dominant commercial boulevard and heavily traveled local corridor in the City. Its long linear form and strip commercial development help mold strong visual images, portions of which may be judged to be unpleasant. More than most other local corridors the street image strongly affects the overall City image. El Camino Real's (SR 82's) image should be improved through coordinated comprehensive public and private improvements which follow a set of development guidelines and standards. Economic development strategies should also be considered as part of any improvement effort.

4. SERVICES AND FACILITIES.

- GOAL 4a: Facilities.** Seek to provide a safe and predictable supply of water, and provide storm drainage, sewer and flood control facilities adequate to serve existing needs, the projected population and employment growth and to reduce the associated life safety and health risks to acceptable levels.
- GOAL 4b: Public Facilities.** Support the provision and maintenance of adequate sites and public facilities owned and/or operated by the City or other government agencies to meet existing needs and the projected 2010 population and employment including, schools, post office facilities, recreation facilities, libraries, art centers, museums, and offices. Encourage joint use and public-private partnerships where feasible.
- GOAL 4c: Health and Safety.** Protect the community's health, safety, and welfare by maintaining adequate fire and life safety protection, providing a safe environment with a minimum of crime, reducing unreasonable risk to life and property caused by flooding, earthquakes or other natural disasters, and managing the use, storage, transport and disposal of hazardous materials.

POLICIES:

- LU 4.1: Fiscal Evaluation and Priorities.** All policies herein which seek to: 1) establish levels of service provided by the City or 2) address the construction of City buildings, shall be guiding principles only and shall be subject to the governing fiscal policies and priorities established by the City Council in the budget.

This policy recognizes the responsibility and authority of the City Council to establish fiscal policies and service levels during the budget process. This policy ensures that the City Council's fiscal policies act to

govern the policies subsequently set forth in this Plan, including LU Policy 4.5, 4.7, 4.9, 4.10, 4.11, 4.12, 4.16, 4.20, 4.21, 4.22, 4.23, 4.24, 4.25, 4.26, 4.29, 4.32, 6.1, H-1.4. Policies setting levels of service for police, fire, and other services as well as policies addressing new services and City building and facilities, are to be interpreted pursuant to this policy.

LU 4.2: Developer's Contribution Policy. Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.

New development should pay in full the public improvements needed to support the land use, and share on a proportional basis the costs of current City programs which the proposed land use will impact.

LU 4.3: Location of Critical Facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.

Critical public and private facilities should not be located in hazardous areas because these facilities provide vital basic services without which the community cannot adequately function especially during emergencies such as flooding and earthquakes.

Because some facilities are already located in hazardous areas the City should take steps to reduce the hazard threat especially from flooding, fire and building collapse during an earthquake. Expansion of facilities in hazardous locations is allowed where risk to life can be reduced to an acceptable level.

a. Water Supply/Storm Drainage/Waste Water/Street Maintenance.

LU 4.4: Water Supply. Seek to ensure a safe and predictable water system for existing and future development by taking the following actions:

1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources.
2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets of 1.6 gallons, low-flow shower heads and utilize drip irrigation and establishing an education program to inform the public of the water issue.
3. Investigate the feasibility of developing reclaimed water facilities or ground water that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.

The City of San Mateo is supplied with water by the California Water Service Company and the Estero Municipal Improvement District. Suburban communities on the Peninsula, including San Mateo, obtain water via contractual agreement with the San Francisco Water Department (SFWD). The 1989 contract provided 184 MGD (10.2 MGD to the City of San Mateo) for all water service agencies. Water usage in 1987 prior to the 1987-1988 drought was 180 MGD.

Due to conservation efforts, the maximum delivery capacity of the present water supply system was not reached in 1995 as initially anticipated. Programs such as public information, plumbing retrofit, residential and commercial water audits, and low flow toilet regulations have led to a reduction in water usage over the last several years.

San Mateo County has sponsored the "Comprehensive Water Resources Management Plan" which involves participation by local water agencies. As part of this plan, California Water Service Company has developed their "Urban Water Management Plan" which allocates approximately 35.35 MGD for all of its districts. As a part of the Mid-Peninsula District, 13.25 MGD could be considered for use by the City of San Mateo, which is an increase over the 10.2 MGD allotment established in 1989. Due to continued conservation efforts and programs, the California Water Service Company states that the supply of water is expected to be adequate through the year 2009, which is the last year of the contract with SFWD. Estero also indicates that the City's .5 MGD estimate for current usage will not be impacted by future growth due to the limited area served (Mariner's Island) and mostly built-out conditions.

The countywide "Comprehensive Water Resources Management Plan" has confirmed that SFWD will be the sole provider of water to the City. The plan includes provisions for emergency supply and discusses alternative water sources such as reclaimed water.

LU 4.5: Wastewater Treatment Plant Expansion. Provide adequate waste water treatment for the projected 2010 service area population, employment and development. Require that any future expansion of the WWTP be designed to be compatible with the adjacent parks, school, and low-density residential areas by screening views of the WWTP with extensive and tall landscaping and reducing the height of all new structures to the maximum practicably feasible.

In 1989, sewage flow to the WWTP nearly equaled its capacity and the expansion of the facility was necessary to provide adequate service for both residential and business populations in the City's service area. The expansion from 13.6 MGD to 15.7 MGD provides for a population of 135,000 persons (100,600 in San Mateo) by the year 2010, as projected by ABAG.

Since its initial construction in the 1930's, the plant has been surrounded by residential uses. If additional expansion of the WWTP becomes necessary, the new structures should be compatible with the adjacent residential areas in terms of height, bulk and design. Where it is not technologically feasible to achieve design compatibility, then extensive landscaping screening is necessary.

LU 4.6: Inter-Agency Coordination. Coordinate future expansion or modification of the Wastewater Treatment Plant with the other users of the plant including the Estero Municipal Improvement District (Foster City), the Crystal Springs County Sanitation District, Hillsborough and Belmont.

The Wastewater Treatment Plant provides wastewater treatment for the cities and agencies referred to in Policy 4.6, through agreements with those agencies. As such, future decisions regarding plant operations should be coordinated with representatives of these agencies.

LU 4.7: Sewer System. Provide a sewer system which safely and efficiently conveys sewage to the Waste Water Treatment Plant by taking the following actions:

1. **Comprehensive Sewer System Study.** As a high priority conduct a comprehensive sewer system study to assess the efficiency and integrity of the sewer lines and facilities, and develop a Capital Improvement Program to make any necessary improvements.
2. **Sewer Requirements for New Development.** Prior to the completion of the Comprehensive Sewer System Study require new major multi-family and commercial developments to evaluate the main sewer lines in the project vicinity which will be utilized by the new development and make any improvements necessary to convey the additional sewage flows.

The integrity and adequacy of the sewer lines which convey raw sewage from individual residences and businesses have not been surveyed and tested on a system-wide basis. Due to the varying age, size of the lines, terrain and soil conditions found within the WWTP service area, some of the lines are damaged and not functioning at optimal capacity.

Because it is vital to protect the community's health and natural environment, a comprehensive assessment of the system and the formulation of a capital improvement program are of a high priority. Until the comprehensive assessment and improvements are made, it will be necessary to continue to require new developments to make improvements where they adversely affect the system.

b. Public Buildings.

LU 4.8: Library Buildings. Provide library space in the Downtown area and an expanded Hillsdale Branch Library to meet the community's library needs through 2010, if feasible.

The Main Library is inadequate in size to meet the needs of the community through 2010. While it totaled 37,000 square feet in 1995, studies estimated that approximately 75,000 square feet were needed. A new facility is necessary because the existing building design and small site make expansion infeasible. A downtown location for a new facility is important in reinforcing the downtown as the social and cultural focal point of the City.

The Hillsdale Branch Library is also recommended for expansion from its current 5,500 square feet to 10,000 square feet, which the present site can apparently accommodate. Opened in 1955, it has not been expanded during its lifetime.

If it becomes infeasible to expand existing facilities or provide a new downtown facility, the City should consider joint library facilities with schools and other agencies.

LU 4.9: Cultural Arts Center. Support the construction of a new Cultural Arts Center in the Downtown to accommodate such uses as a performing arts theatre, art gallery and museum.

Cultural arts activities in the community are increasing, but facilities are dispersed and not necessarily designed for nor tailored to the types of activities. Construction of a Cultural Arts Center will give identity to the Downtown, provide a cultural focal point, and facilitate increased arts appreciation by improving community access and awareness.

- LU 4.10: Police Station Expansion.** Provide Police Station facilities to reduce the existing overcrowding and to meet the facility requirements through 2010.

The Police Department will need at least 30,000 additional square feet to meet the existing and projected space requirements to 2010. The existing site is adequate to accommodate this expansion.

- LU 4.11: Fire Stations.** Provide new stations and improvements to existing stations and the training facility to meet equipment, manpower and training requirements, to modernize the stations, and to maintain a high service level through 2010.

The provision and maintenance of adequate and modern fire control and emergency service is important in safeguarding both life and property. In 1995, the average age of the City's fire stations was 42 years. While minor improvements have been made in the past, the facilities are in need of major improvements including the provision of appropriate facilities for men and women fire personnel. Fire Headquarters (Station #1) and Station #4 need to be relocated to more suitable sites. When relocated, Station #1 will also need to be increased in size relative to the existing facility, to accommodate modern equipment, administrative space and the Fire Inspection personnel. A new training facility is also necessary because the present site is inadequate in size and incompatible with the adjacent residential uses. In 1996, the City prepared a seismic analysis for all fire stations.

- LU 4.12: Corporation Yard.** Provide for such corporation yard functions as new vehicle repair facilities, administrative office space, and other facilities needed through 2010.

The corporation yard provides for storage of materials, supplies and equipment necessary to support City offices, parks, road and sewer repair and vehicle maintenance. Expansion of the yard is necessary to provide adequate administration space, storage, and repair facilities for the City vehicles and equipment. It is estimated that 4,500 additional square feet on the existing site will be needed by 2010.

- LU 4.13: City Hall.** Provide City Hall office space, and consider construction of a Downtown facility to meet City staffing needs through the year 2010.

City Hall provides the majority of administrative functions essential to the community, including engineering, finance, public works, community development, city clerk, city manager, city attorney, and council offices, in a single-convenient location. A minimum 10,000 additional square feet may be needed by 2005. Locating City Hall in the Downtown would reinforce the image of Downtown as the center of the City and would contribute to its economic vitality.

c. Schools.

- LU 4.14: School Assistance.** As a high priority, support quality public education.

- LU 4.15: School Site Reuse or Redevelopment.** Ensure that reuse or redevelopment of surplus public school sites is compatible with surrounding land uses. At the time any school sites are declared surplus, establish residential densities consistent with surrounding densities. Give first priority and consideration to community recreation needs for reuse of school sites in accordance with the priorities in the Open Space/Conservation Element. Where it is in the community's interests to retain public recreation facilities, consider allowing density transfers

from the portion of the site retained in public recreation use, as a means of reducing the cost of retaining the recreation facilities and achieving the maximum amount of housing.

Five public school districts and a number of private schools serve the student population in San Mateo. Most of San Mateo is located within the San Mateo-Foster City Elementary School District, and the San Mateo Union High School District. Portions of Sugarloaf and the southern part of San Mateo are within the Belmont Elementary School District and Sequoia Union High School District. The San Mateo Community College District covers the entire planning area.

Private schools are operated by a number of independent agencies, with the largest the Archdiocese of San Francisco.

The San Mateo-Foster City Elementary School District has stated that in 1995 schools are reaching capacity levels. Elementary school enrollment in this decade is increasing at a rate ranging from 1.6 to 3.3 percent annually. Two elementary schools, Turnbull and Fiesta Gardens, closed prior to 1990, have been reopened as magnet schools. The Elementary School District may need to reopen additional schools now closed due to increasing enrollment trends. School enrollment trends and capacity levels are reviewed annually by the District.

Currently, all San Mateo high schools are operating below capacity levels.

To offset school operating costs, reuse or redevelopment of former school sites to other uses can provide needed revenue. It is important that reuse or redevelopment be compatible with adjacent uses in terms of height, density and design, and that public recreation facilities be provided. Appropriate densities for reuse, consistent with surrounding properties, will be established at the time any sites are declared surplus. School properties provide valuable community recreation resources, and first priority and consideration in the reuse of school facilities should be given to retaining the open space for recreational uses. The City may permit on-site density transfers to maximize development opportunities, retain recreation facilities, and provide adequate income to the schools.

d. PG&E and Communications.

LU 4.16: Service Improvement and Expansion. Seek to ensure adequate gas, electric and communication systems to serve existing and future needs while minimizing impacts on existing and future residents by taking the following actions:

1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit.
2. Require all new developments to underground lines and provide underground connections when feasible.

Pacific Gas and Electric (PG&E) provides service for the San Mateo area. Energy growth is stable at about 1% to 2% per year, and the system capacity is adequate to accommodate future growth and development through 2010.

Pacific Bell provides primary telephone service for the San Mateo area. System capacity is adequate to provide service through 2010.

TCI Cablevision of California provides service for the San Mateo area. The cable system expands into areas only where a sufficient number of potential users exists to provide adequate economic return. System capacity is adequate to provide and expand service through 2010.

PG&E has funds for the undergrounding of existing electric distribution lines. San Mateo's annual allocation of these funds, through 2,000, will be exhausted by the undergrounding of electric distribution lines along South El Camino Real (SR 82), from approximately SR 92 south to the Belmont border; in the Gateway on 3rd and 4th Avenues; and on 25th Avenue, from South Delaware west to Hacienda Avenue). PG&E and Pacific Bell have a joint trench agreement where PG&E is responsible for digging trenches for under-ground facilities and Pacific Bell pays a fee to jointly use the trenches for their infrastructure.

New developments should underground all gas, electric and communication lines, screen facilities (i.e., transformers) and provide underground connections when feasible, to improve the public safety and the City's appearance.

e. Library Services.

LU 4.17: Library Service. Maintain a materials budget, staffing, and service hours for the City's library system that are adequate to meet the community needs, provide current and adequate materials, and meet the continuing changes in information technology.

The library performs an essential and heavily utilized information service. Community demand for library services is rapidly changing and growing, and that information is rapidly changing and expanding. To keep pace with community demand and maintain a high quality library service adequate City resources need to be devoted to the libraries and their staffing.

f. Hospital and Medical Services.

LU 4.18: San Mateo County Hospital. Encourage the County to provide County Hospital services in the City to provide access to medical care for all the City's residents.

LU 4.19: Mills Peninsula Medical Center. Support the Mills Peninsula Medical Center remaining in San Mateo, and encourage the continued provision and expansion of high-quality medical care services.

LU 4.20: Medical Services. Encourage the maintenance of adequate medical emergency readiness and response capabilities.

A significant sector of San Mateo's economic base is medical services. San Mateo is fortunate to have Mills Peninsula Medical Center, a major private hospital, and the County General Hospital because they provide access to a range of medical service and cost options. However, the Statewide Health Facilities and Service Plan (1988) identifies a present excess of acute care hospital beds in the County, and states that medical trends toward shorter hospital stays and increased use of out-patient facilities will result in reduction of future long-term occupancy. Capacity in San Mateo will remain adequate through 2000.

The City's policy is to encourage the retention of both medical facilities. The Mills Peninsula facility is converting from an in-patient hospital to an out-patient medical facility, and has constructed an arthritis center building. San Mateo County Hospital is renovating its facilities to reflect current patient and administrative needs.

As the population ages the provision of emergency services may become more important.

g. Child Care.

LU 4.21: Child Care. Support the provision of child care programs and facilities to meet current needs and the needs through 2010 by taking the following actions:

1. Encourage public and private agencies and employers to provide child care services and facilities. Retain existing centers and support programs at school sites and other quasi-institutional facilities, because of their suitability for such uses and convenient locations in residential neighborhoods.
2. Encourage the location of child care facilities which are consistent with State standards. Continue to allow child care centers in residential neighborhoods where they meet City standards and conditions of use, and encourage them at work centers.

The participation of women in the work force and the high proportion of single-parent households have generated an unprecedented demand for affordable child care. The provision of affordable child care to help meet this demand is important to the social and economic well being of families, the community and businesses.

Encouragement of both public and private efforts to assist meeting child care demand is necessary to meet the needs of all San Mateo families. The City has addressed this issue by revising the zoning code to permit child care facilities in all commercial and office zoning districts; allow child care centers in residential zones subject to approval of a special use permit; and the exclusion of day care centers from floor area calculations when they are accessory to the principal use on a site.

h. Social Services.

LU 4.22: Social Services. Support the provision of the City's fair share of social services. Avoid the concentration of social services in any one neighborhood, and seek dispersal throughout the City. Encourage other cities to provide their fair share of social service facilities.

The community's population growth and diversification, changes in the structure of families, changes in the nature of and the work place, the increased participation of women in the work force, and other societal changes have increased the demand for a broad range of public and private services. While there is a need for these facilities, they may change the character of residential neighborhoods when there is an overconcentration in an area. In addition, these facilities tend to be concentrated in only a few cities in the County.

The City will explore options to encourage fair distribution of these uses including the possibility of requiring minimum distances between social service uses in residential zoning districts.

i. Flood Control.

Discussion of all flood issues is contained in the Safety Element. In conformance with State Guidelines, Map S-2, identifying all flood hazards, is incorporated by reference into the Land Use Element.

j. Fire Services.

LU 4.23: Fire Inspections. Maintain fire inspection staffing levels to meet existing needs and the projected 2010 population, employment and development, and inspections mandated by other governmental agencies.

LU 4.24: Maintenance and Replacement. Continue fire apparatus replacement and maintenance programs to provide a high state of readiness.

LU 4.25: Public Education. Provide public education programs targeted to segments of the community posing the greatest concern for fire and life safety.

The Fire Department's high level of service is dependent on an adequate water supply, personnel, equipment and facilities. Facilities are in need of major improvements. The number of firefighters is adequate to 2010. To maintain a high state of readiness fire fighting apparatus needs to be replaced on a systematic basis. The continuance of existing fire safety programs such as training, equipment replacement, and regular update of fire safety regulations will enable the City to maintain its adequate level of fire service.

LU 4.26: Automatic and Mutual Aid Agreements. Maintain automatic and mutual aid agreements with South County Fire Authority, California Department of Forestry, and the cities of Burlingame, Foster City, and Hillsborough.

San Mateo's personnel and equipment are augmented by aid agreements with the South County Fire Protection District, the California Department of Forestry (CDF), and the cities of Burlingame, Foster City and Hillsborough. The automatic aid agreement with Hillsborough provides needed emergency response to the San Mateo Park neighborhood due to this area's relative isolation from other portions of the City. The CDF maintains a station on Tower Road near SR 92 which would provide assistance in fighting fires in the western hills.

LU 4.27: Peakload Water Supply. Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.

"Fire flow" is the amount of water required to suppress fire in a structure, expressed in gallons per minute (gpm). The City requires that fire flow in all structures exceed 2,500 gpm. Mitigation measures are commonly included in the construction of buildings to meet this requirement, including fire-retardant roofing, fire-rated walls, alternate construction types and automatic fire sprinkler systems.

LU 4.28: High-Rise Buildings. In new development, require automatic fire suppression systems for all buildings exceeding four stories and/or 50 feet in height. Where permitted by law, require all existing non-sprinklered, high-rise buildings as defined by State law to be retrofitted to provide automatic fire suppression systems.

High-rise structures pose the greatest urban fire hazards due to their density of occupancy and poor access for firefighters. Since 1964 the Uniform Fire Code has required new high-rise structures to be fitted with fire sprinklers. San Mateo has nine high-rises which were constructed prior to this requirement, and should be retrofitted with sprinkler systems to substantially reduce their susceptibility to fire hazard. These buildings are generally concentrated in the Downtown, within one block of El Camino Real (SR 82) in the Baywood neighborhood, and in the 25th Avenue commercial district. Fire prevention is currently working with the nine property owners to develop mutually acceptable phased plans to address the need for automatic fire suppression systems in these buildings.

k. Police Services.

LU 4.29: Effective Police Services. Maintain facilities, equipment, and personnel to provide an effective police force to serve existing and future population and employment as identified in the Land Use Element.

The City of San Mateo's protection services are provided by the San Mateo Police Department. Mutual and automatic aid agreements with the San Mateo County Sheriff's Department, and the police departments of Foster City, Belmont and Hillsborough augment the City's ability to respond to calls in the jurisdictional boundary areas and emergency events.

In San Mateo, thefts, assaults, "white collar" crime, and narcotic-related crime rose dramatically during the 1980's. From 1990 to 1995, crime statistics were reported as follows:

CRIMES	1990	1991	1992	1993	1994	1995
Homicide	1	3	2	2	1	7
Robbery	95	109	143	125	135	112
Burglary - Res.	268	277	264	276	217	269
Burglary - Comm.	161	195	242	162	165	149
Narcotics	351	308	345	374	407	304
Sex Crime	139	150	166	131	139	147
Assaults	795	781	713	801	849	908

Overall demand for police services is also increasing. Service calls increased 330 percent in San Mateo between 1988 and 1995, from 14,000 to 46,802 dispatched service calls per year. Many factors are contributing to the increased demands on police activities, including increasing population, ethnic diversity, daytime population from job growth, high-density development, traffic congestion, legislative mandates and crime awareness.

Neither the City's police force nor the police facility is of adequate size to accommodate the anticipated needs of the City through the year 2010. The extent of expansion necessary is somewhat dependent on the influence and continuation of requiring new developments to include security provisions such as vandal-resistant locks, adequate lighting and other deterrents to theft and break-ins. Major new developments or concentrations of special population groups, such as senior citizen residential care facilities in the downtown, may also necessitate augmentation of personnel and/or equipment.

LU 4.30: Defensible Design. Require all developments including parks and public places to incorporate safety measures, and seek the assistance of residents in crime prevention programs.

The susceptibility of structures or outdoor areas to criminal activities such as burglary or assault can be greatly reduced through incorporation of certain design features and encouraging neighborhood watch programs. The City adopted security provisions in its building code in 1989 which specify locking devices on doors and windows to reduce the potential for illegal entry, require minimum exterior lighting levels, and require garage security devices in multi-family developments. The Police Department will continue to review proposals for new public spaces, such as parks and plazas, financial institutions and large scale developments to incorporate crime preventive design features.

l. Solid Waste.

LU 4.31: Solid Waste Disposal. Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.

LU 4.32: Recycling. Support programs to recycle solid waste in compliance with State requirements. Designate an area on a site plan for new multi-family developments exclusively for recycling.

Waste materials generated by households and businesses in San Mateo contain recyclable and non-recyclable items. Recent recycling programs have been instituted which are projected to result in the State's requirement of 50% of all waste materials being recycled by the year 2000. Non-recyclable materials are processed and transported by truck to the Ox Mountain landfill, the primary waste disposal site in San Mateo County. The 2,183-acre landfill near Half Moon Bay is owned by Browning-Ferris Industries (BFI) and serves most of the County. Since 1976, BFI has had a contract with the County to operate the facility. As a part of the Ox Mountain facility, Los Trancos Canyon has been expanded to fulfill disposal needs through the year 2017.

San Mateo has developed specific standards that require recycling collection facilities for all new and expanded commercial and multi-family developments.

m. Hazardous Waste.

LU 4.33: Waste Management. Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.

Toxic materials and hazardous wastes are utilized by households and businesses and transported through the community on a daily basis. To protect life safety and ensure the natural environment the State has

mandated that local governments adopt goals, policies and programs consistent with State requirements to manage the local handling, transport, treatment and storage of hazardous wastes. The City's plan is included in the Safety Element.

5. COOPERATION WITH OTHER AGENCIES.

GOAL 5: Promote cooperative interaction with other public agencies regarding regional issues.

POLICIES:

LU 5.1: Inter-Agency Cooperation. Promote and participate in cooperative planning with other public agencies and adjacent jurisdictions, especially regarding regional issues such as water supply, traffic congestion, rail transportation, air pollution, and waste management.

Important issues affecting the City and the Bay Area cannot be adequately addressed by the City alone. Examples include traffic congestion, air quality, water supply, waste management, and jobs-housing balance. Regional and subregional planning must occur in order to find effective solutions to these issues. The City is a member of the City/County Association of Governments (C/CAG), which was established to prepare, adopt, monitor, and enforce county-wide state mandated plans including: Congestion Management Plan, Integrated Solid Waste Management Plan, Airport Land Use Plan, and Hazardous Waste Management Plan.

LU 5.2: Public Agency Developments. Require developments constructed by other governmental agencies to conform to the City's General Plan, Zoning Ordinance, and other development regulations to the extent legally possible.

When a County, State, or Federal agency decides to develop within the City, it is not required to comply with the City's codes. To the extent feasible, the City should insist that these projects conform with the long-range desires of the City by conforming to its general plan and other development regulations.

6. GENERAL PLAN MAINTENANCE.

GOAL 6: Ensure that the City's General Plan is consistent with State Law, legally adequate, and up-to-date.

POLICIES:

LU 6.1: Periodic General Plan Review. Report to the City Council yearly on the status of the implementation of the General Plan and on the need to update the plan. Review annually projections made in the General Plan for housing, population, commercial growth, economic growth, public service and safety levels that are not considered as part of the budget review; review projections on the fair share housing allocation and update the General Plan at least every five years, consistent with the maximum building heights and densities adopted by the voters in November, 1991.

This General Plan is the first comprehensive update of the General Plan since the early 1970's. Over the last 20 years, incremental amendments have occurred. However, there has not been any policy to ensure internal consistency of the elements or consistency with current State Planning Law, or to ensure that the plan reflects current conditions. Policy LU-6.1 requires that an annual review of the General Plan occur to determine if the plan is currently up-to-date, and in compliance with State Law. It also requires that the plan be updated at least every five years.

LU 6.2: General Plan Amendments. Amendments to the General Plan shall be considered a maximum of three times per year to ensure that Elements remain consistent and that the overall effect of Plan amendments is considered.

State Planning law allows charter cities such as San Mateo to consider general plan amendments at any time. Amendments to the plan made on a piecemeal basis do not provide the opportunity to review the cumulative effect of these amendments and creates the potential for inconsistency among various elements and policies.

GOAL 6A: *Ensure that all development in the City is consistent with and implements the General Plan.*

POLICIES:

LU 6A.1: Specific Plan, Zoning, Permit and Subdivision Review. *The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances shall be amended so as to conform to the General Plan by the end of 1992.*

LU 6A.2: Building Height and Building Intensity Maps/Plans. *Develop Building Height and Building Intensity maps/plans which delineate development intensity in the form of building heights and FARs in a manner which implements the height, intensity, density and design standards in the General Plan. Except as to areas where building heights and intensities were amended by initiative in November, 1991, General Plan standards for building heights and intensities are specifically set forth in the Building Height Plan and the Building Intensity Plan that were formerly included in the General Plan, and designated respectively as figure LU-4 in the table of contents (marked as figure LU-5), and figure LU-5 in the table of contents (marked as figure LU-6).*

7. SPHERE OF INFLUENCE.

GOAL 7: Permit the annexation to the City of adjacent unincorporated lands, when in the City's interest.

LU 7.1: Annexation. Annex urbanized areas of the unincorporated land adjacent to the City limits in those areas where landowners petition the City to be annexed subject to the following conditions:

1. The annexation is comprehensive, rather than piecemeal; and

2. Landowners will pay the full cost of City services, will assume a proportionate share of existing City debts and will contribute, either in cash or in kind, to the existing capital improvements of the City which will benefit the area to be annexed.

To provide comprehensive, adequate services to those unincorporated areas adjacent to the City limits, it is the City's intent to promote annexation of those properties where landowners so request.

To be equitable to existing City residents who have contributed through tax payments to services, landowners within the areas to be annexed would be required to provide payment for their proportionate share of the City's debt and for existing capital improvements.

LU 7.2: New Development within the Sphere of Influence. Seek to require new developments and related infrastructure to be consistent with and to be designed to the City's General Plan goals and policies, zoning code requirements, development standards and the City's municipal code.

Given their proximity to the City, potential effect on City services, and the potential for future annexation, the City is concerned about the development of unincorporated parcels within the sphere of influence. The City will seek to influence County decisions so that these developments are built in compliance with the City's General Plan, Zoning Code and development standards.

AREA SPECIFIC POLICIES

The Land Use Element divides the community into 10 planning areas, as delineated on LU-1 Planning Area, for the primary purpose of tailoring policies to the unique characteristics of each area. These area specific policies indicate major policies within each planning area.

1. NORTHWEST HEIGHTS.

PA 1.1: North El Camino Real (SR 82). Retain the *high density* residential character of the area between Peninsula and Tilton avenues. Commercial sites in the area should redevelop where appropriate to medium scale office uses, as delineated on the Building Height and Intensity Plans, or *high density* residential. Commercial redevelopment shall be designed to reflect the residential design and character of the area.

North El Camino Real (SR 82) is characterized by multi-family developments two to three stories in height with some small scattered non-residential sites. Redevelopment of the non-residential sites to multi-family residential is appropriate to create more neighborhood uniformity and less nuisances for neighbors such as visual blight, glare, noise, traffic and parking congestion.

PA 1.2: North San Mateo Drive. Plan for redevelopment on North San Mateo Drive between Peninsula and Tilton avenues as follows:

1. North of State Street. Encourage more intensive commercial development, particularly automotive sales.

2. South of State Street. Allow more intensive commercial development, particularly automotive sales for 150 feet south of State Street on the west side of San Mateo Drive, and limit redevelopment of the remainder to medium scale office uses, as delineated on the Building Height and Intensity Maps, and high density, multi-family residential.

Auto sales and service uses are the predominant uses north and immediately south of State Street and extend into Burlingame. These uses are encouraged due to the high sales tax revenues they generate. Because residential neighborhoods are immediately adjacent to these uses, new developments or additions shall be required to reduce nuisances such as noise, glare, odors, litter, noise, traffic and parking congestion.

Two- to three-story, multi-family and low-scale commercial uses are the dominant land uses south of State Street. Redevelopment shall be consistent with the existing high density residential and compatible with the existing low-scale office uses. Building heights are limited to protect the established residential character of the area.

PA 1.3: East Santa Inez Avenue/Tilton Avenue Neighborhood. Provide for high-density multi-family uses between East Santa Inez and Tilton avenues, with the exception of the single-family residences on Chesterton Court, to support downtown commercial development.

The area is characterized by high-density residential buildings three stories in height, with the exception of Chesterton Court, which is lined by single-family dwellings. High-density redevelopment is appropriate because the neighborhood is within walking distance of the Downtown retail core.

PA 1.4: Single-Family and Duplex Preservation. Limit development of established predominantly single-family areas to single-family uses, and predominantly duplex areas to low-density residential as indicated on the Land Use Plan. Consider redesignating multi-family areas to single-family and low-density residential uses where those uses predominate and where creation of additional legal non-conforming uses would be minimized.

This policy is consistent with Policy LU-1.9, which encourages the protection of established single-family and duplex neighborhoods. Neighborhood impacts such as traffic, loss of parking, and deterioration of community character have resulted from past redevelopment of single-family residences to substantially higher densities in San Mateo Heights. The policy pertains to a major portion of the area, particularly sections of Ramona Street, Ellsworth Court, and Highland Avenue. Rezoning in conformance with the Land Use Plan were accomplished as implementation of the 1990 General Plan.

2. NORTH CENTRAL.

PA 2.1: Woodside Way. Redevelop the manufacturing area along Woodside Way to low-scale executive office nearest Peninsula Avenue and medium-density housing towards Villa Terrace as delineated on the Land Use Plan.

The previous General Plan identified this area for high-density multi-family housing. The existing low-scale low-rise executive office development is compatible with the existing high-density multi-family developments adjacent to Peninsula Avenue. Medium density, multi-family housing is an appropriate density transition to the lower density areas south of Villa Terrace. This transition will ensure compatibility with the low-density and single-family areas south of Villa Terrace.

PA 2.2: Amphlett Boulevard. Retain the residential and commercial service uses. Require new buildings and additions to be compatible with adjoining residential areas including adequate screening and landscaping. Ensure that existing commercial uses and buildings conform with municipal codes.

Multi-family developments adjacent to US 101 are generally more affordable than elsewhere in the community. Retention of more affordably priced housing is necessary to provide a balanced housing supply and support economic growth. The expansion of US 101 includes the construction of sound walls to help mitigate adverse noise levels and improve the environment for housing.

Service commercial uses have a higher potential to generate nuisances such as visual blight, noise, glare, litter, odors, loss of parking and traffic congestion. To protect adjacent residential neighbors, new or remodeled service commercial uses are required to reduce potential nuisances through site design and conformance with codes.

PA 2.3: Public Facilities. Should reuse or redevelopment of public facilities, including the County Courthouse, National Guard Armory, and Department of Motor Vehicles occur, medium-density residential use is appropriate. Should redevelopment of a portion or all of San Mateo High School occur, medium-density residential with retention of necessary school turf areas for public recreation is appropriate.

Reuse or redevelopment of these public facilities is not anticipated. However, should redevelopment occur, multi-family development is considered appropriate because the adjacent uses are predominantly multi-family, and the sites are large enough to provide adequate buffers. Recreational use of the High School site is to be retained to serve the recreational needs of the area.

PA 2.4: Single-Family and Duplex Preservation. Limit development of established predominantly single-family areas to single-family uses, and predominantly duplex areas to low-density residential as indicated on the Land Use Plan. Consider redesignating multi-family areas to single-family and low-density residential where those uses predominate and where creation of additional legal non-conforming uses would be minimized.

This policy is consistent with Policy LU-1.9, which encourages the protection of established single-family and duplex neighborhoods. Neighborhood impacts such as traffic, loss of parking, and deterioration of community character have resulted from past redevelopment of single-family residences to higher densities in North Central. The policy pertains to a very large portion of the area, roughly bounded by Idaho Street, San Mateo Creek, SPRR, and Indian Avenue, and along Idaho Street north of Poplar Avenue. Rezoning in conformance with the Land Use plan were accomplished as implementation of the 1990 General Plan.

PA 2.5: Railroad Avenue. Maintain low and medium residential densities on the property along Railroad Avenue which is on the east side of the Southern Pacific Railroad north of San Mateo Creek, to be consistent with the residential densities of the adjacent neighborhood.

This small area, between Tilton Avenue and San Mateo Creek, was the only commercially zoned property in North Central prior to rezoning in 1990, and contains a mix of commercial and residential uses. The warehouse and service commercial use has resulted in nuisance problems for neighbors and is inconsistent with the neighborhood character. The area is to be retained as low-density nearest San Mateo Creek and to medium-density residential use between Cypress and Tilton avenues to achieve uniformity and reduce nuisance potential.

3. DOWNTOWN.

A revised Downtown Specific Plan was adopted by the City Council in May, 1993, superseding the original 1985 plan. This revised specific plan incorporated changes in economic, environmental and social conditions which had occurred since 1985. The goals, policies, and objectives for downtown San Mateo are located in the Downtown Specific Plan. A general discussion of the downtown also occurs in Section 3 of this Land Use Element.

Provisions of the voter-approved Measure H, which reduced building heights, floor area ratios and residential densities, were also incorporated, including the provisions following below.

- a. *A Specific Plan for the Downtown was adopted by the City Council in July, 1985. This Specific Plan also constituted an amendment to the previous General Plan. The density and intensity of development permitted under the Specific Plan significantly exceeds what is required to meet the land use, housing and other goals and policies of the 1990 General Plan. The previous General Plan has been superseded by the 1990 General Plan as amended by initiative in November, 1991. To the extent that the Downtown Specific Plan is inconsistent with the 1990 General Plan, the Specific Plan, which is legally subordinate to the General Plan, is superseded.*
- b. *Densities up to 75 units per acre, heights up to 75 feet and appropriate FAR may be allowed in the following areas of the Downtown, for projects which provide public benefits or amenities substantially greater than code requirements:*
 1. *the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by El Camino Real (SR 82), East Fourth and East Fifth avenues and the SPRR railroad tracks;*
 2. *the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by El Camino Real (SR 82) and Ellsworth, Baldwin and Second avenues;*
 3. *the area designated on the Land Use Plan (LU-3) as Mixed-Use (Executive Office) which is bounded by El Camino Real (SR 82), San Mateo Drive, St. Matthews Avenue, and Baldwin Avenue; and*
 4. *those properties in the area designated on the Land Use Plan (LU-3) as Mixed Use (Neighborhood Commercial) which are between San Mateo Drive and Ellsworth Avenue, and which have frontage on the north side of Baldwin Avenue as of January 1, 1992.*
- c. *Densities up to 75 units per acre, heights up to 75 feet, and appropriate FARs may be allowed in the following areas of the Downtown for projects which to the greatest extent feasible protect and preserve key historic resources in accordance with the following conditions:*
 1. *the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by B Street, Ellsworth Avenue, First Avenue and Second Avenue;*

2. *all buildings on the site with frontage along Second Avenue or B Street which are identified as Individually Eligible for the National Register of Historic Places or contributory to a National Register Eligible Historic District as per the City of San Mateo Historic Building Survey dated September, 1989 (in this area changes in the facade or significant exterior or interior features shall be reviewed for their consistency with the architectural character of the building by applying criteria outlined in the Secretary of the Interior's Standards for Rehabilitation);*
3. *FARs and residential densities may be calculated based on the total site square footage; however the FARs and densities for building protected in accordance with paragraph (c)(2) immediately preceding may be excluded from the allowable FARs and densities for new construction permitted on the site.*

4. SHOREVIEW.

PA 4.1: North Bayshore Boulevard/Kingston Street. Commercial uses along Bayshore Boulevard or Kingston Street may be redeveloped for high density multi-family or hotel uses.

Certain non-residential uses along Bayshore Boulevard and Kingston Street have generated nuisances for neighbors and are generally unsightly and highly visible from the Bayshore Freeway. Redevelopment of these uses to multi-family development is encouraged to eliminate nuisances and to provide opportunities for more affordable housing. To encourage improvement of the existing motel uses, such uses will continue to be allowed with special use permits.

PA 4.2: Shoreview Shopping Center. Promote retention and enhancement of the neighborhood shopping center through design treatment and a signage program.

This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping centers. The Shoreview Shopping Center is one of the oldest in the community and is in need of a major upgrade. The City has provided financial assistance for the restriping and landscaping of the parking lot. The center's appearance has been somewhat improved through a sign program and facade changes to the northern portion of the center.

PA 4.3: Former Supermarket Site. Redesignate the former supermarket site on the northeast corner of Norfolk Street and Shoreview Avenue to permit both neighborhood commercial uses and medium-density multi-family residential use. Any redevelopment of the site for commercial uses shall include the following performance standards:

- a. Commercial uses shall provide buffers to adjacent residential properties that minimize impacts associated with noise, traffic, odors, and light and glare.
- b. All loading, trash pick-up, and recycling activities shall be located on the north side of the site adjacent to existing commercial uses and located away from residential areas.
- c. New buildings shall be located at the street frontage of Norfolk Street and Shoreview Avenue to provide separation from residences to the east and to delineate commercial and pedestrian activity at the corner.

The building has remained vacant for several years. Redevelopment of the site for neighborhood commercial uses will allow additional opportunities for businesses to provide goods and services to the

immediate neighborhood. Multi-family development is also appropriate because the site is large enough to provide an adequate buffer to adjacent low-density housing and it is adjacent to multi-family housing. The Shoreview Shopping Center across the street would provide easy access to goods and services for residents. A mixed-use development is highly desirable in this location due to the proximity of both residential and commercial uses, and if properly designed, would complement the existing fabric of the neighborhood.

PA 4.4: East Third Avenue Commercial Uses. Allow intensification of the commercial uses along East Third Avenue contingent on significant improvement of access and traffic circulation. Development shall not diminish existing public access to and along San Mateo Creek.

Access to the commercial uses is poor and conflicts with the high speed traffic exiting US 101. While commercial improvements are encouraged, intensification is contingent on reducing the existing poor access and traffic conflicts. Due to the poor appearance of the area, site improvements should also include adequate building step back from the creek, and landscaping and screening of storage and parking lots.

PA 4.5: US 101 Frontage. Encourage upgrading of the appearance of US 101 and properties adjacent to the freeway through design treatment, screening and right-of-way landscaping.

Development adjacent to US 101 is highly visible to motorists and substantially contributes to the visitor's image of San Mateo. The visual appearance of the corridor is inconsistent and in some locations unattractive. Improvements should be made by requiring new or changed developments to provide attractive buildings, improved signage and landscaping.

PA 4.6: Norfolk/SR 92 Vicinity. Encourage redevelopment of the area along South Norfolk Avenue between Susan Court and SR 92 as follows:

1. For properties between Norfolk Avenue and Marina Lagoon, encourage medium scale public-serving commercial uses, as delineated on the Building Height and Intensity Plans, such as retail and restaurants. Redevelopment shall maximize public access to and along the lagoon.

Intensification or redevelopment of the land abutting Marina Lagoon is encouraged contingent on provision of continuous landscaped public access along the Lagoon from Susan Court to SR 92, and on achieving a building design that is oriented to and sensitive to the waterway.

2. *Retain the Parkside Shopping Center, allowing limited expansion of low-scale commercial uses. Any redevelopment shall be contingent upon retaining neighborhood retail uses and on finding no appreciable increase in through traffic in residential neighborhoods or significant impacts on Norfolk Street service levels. Provide development incentives to encourage mixed retail and high density housing, should redevelopment occur. Permit heights greater than 35 feet, but to a maximum of 55 feet, for a project which meets the following criteria and are approved by the City Council.*
 - a. The project provides amenities, such as affordable housing, landscaped plazas, and public improvements, substantially in excess of those required by City standards;
 - b. The building has high design quality, which is enhanced by additional building height;

- c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
- d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
- e. The City's infrastructure is adequate to accommodate the proposed development.

Parkside Shopping Center's location adjacent to US 101/SR 92 interchange makes it highly susceptible to redevelopment. However, traffic from northbound US 101 must travel through residential neighborhoods to reach the Center. Redevelopment to other uses is allowed contingent on the retention of neighborhood retail uses. Mixed use development which includes high density multi-family is preferred and should be encouraged with development intensity bonuses.

PA 4.7: J. Hart Clinton Drive/Detroit Drive Vicinity.

- 1. Development of private parcels having frontage on Marina Lagoon should retain public access, providing a connection between Shoreline Park and Bayside/Joinville Park.
- 2. Properties bounded by Detroit Drive should be developed with low-scale, low occupancy commercial uses as delineated on the Building Height and Intensity Plans. The Shoreline Park Specific Plan allows mini-warehouse or light industry with ancillary offices and precludes hotel and restaurant uses. Building design should be of high quality, reflective of the prominence of the site from J. Hart Clinton Drive and the future development of Shoreline Park.

Land adjacent to Detroit Drive is highly visible from J. Hart Clinton Drive, Shoreline Park and Marina Lagoon. To be compatible with the surrounding areas, development will be required to be sensitively designed with ample landscaping to enhance the project appearance from J. Hart Clinton Drive, and limited to low occupancy uses due to the adjacent sewage treatment plant.

PA 4.8: Wastewater Treatment Plant. Maintain the Wastewater Treatment Plant as designated in Policy LU-4.5.

PA 4.9: Recreational Vehicle Storage. Allow recreational vehicle storage on the State-owned surplus parcel at the northeast corner of the SR 92 and US 101 Interchange.

The US 101/SR 92 interchange is of sufficient size that additional uses in the area adjacent to and under the overpasses can be accommodated. Open parking is a permitted use on these lands. Recreational vehicle storage is considered compatible with parking lots and is an appropriate land use contingent on adequate screening being provided.

5. HAYWARD PARK.

PA 5.1: Mid-El Camino Real (SR 82).

1. Allow commercial and *high density* residential use of the area between Ninth Avenue and SR 92, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real (SR 82). Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

In this area, El Camino Real (SR 82) is characterized by a mixture of commercial uses ranging from single-story to high rise. It is expected that most new development will be medium scale commercial or high density residential or mixed use due to the limited depth of lots and the impact on adjacent residential sites.

PA 5.2: SR 92/Grant Street/Concar Drive/Delaware Street Vicinity. For properties within the focal area:

1. Allow a concentration of large scale retail, office and hotel uses, as delineated on the Building Height and Intensity Maps.
2. Require building setbacks from the street, freeway and adjoining residential neighborhoods to reduce visual impacts, with greater setbacks required for greater heights.

3. *Permit densities up to 75 units per acre, and heights greater than 40 feet but up to a maximum of 75 feet for projects in the area designated in the Land Use Plan (LU-3) as Regional/Community Commercial which is bounded by South Grant Street, US 101, SR 92 and the north property line of the Dunfey Hotel, which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, and public improvements, substantially in excess of those required by City standards;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.
4. Provide development incentives for high density residential development adjacent to the railway.
5. Require that any redevelopment of the Dunfey Hotel property address major citizen concerns pertaining to traffic, truck loading, trash/recycling activities, noise, appearance, and public safety as part of the site plan and design of a development proposal.

The excellent freeway access and visibility, large lots, and area's relative isolation from residential neighborhoods make portions of this area favorable for large scale regional office and retail growth. The anticipated relocation of the Hayward Park train station at Concar Drive would add to the area's transit access and make it especially suitable for high-density residential development. During neighborhood meetings on the potential redevelopment of the Dunfey Hotel property, local residents expressed concerns related to traffic, loading, trash/recycling activities, noise, visual appearance, and public safety for new commercial use of the site. Since the property is adjacent to an established residential neighborhood, future redevelopment of the property shall consider these issues in site design and operational activities.

PA 5.3: Borel Avenue/Bovet Road Vicinity. Allow expansion of the commercial office and retail uses based on capacity of the street system, particularly the 17th Avenue/El Camino Real (SR 82) intersection and on restricting potential generation of through traffic on local streets affecting adjacent residential neighborhoods. Redevelopment of commercial sites adjacent to Borel Avenue should provide substantial setbacks, landscape buffers, and stepped building heights to minimize impacts on adjacent single-family uses.

The Borel Avenue/Bovet Road area is a large scale commercial node with good access to SR 92. The major constraint for commercial expansion is existing and anticipated future traffic congestion at El Camino Real (SR 82) and Bovet Road/17th Avenue, the primary intersection serving the business center. Commercial growth is contingent on mitigating this condition to an acceptable intersection Level of Service as defined in the Circulation Element. Due to its proximity to the adjacent residential neighborhood, it is intended that any redevelopment includes sensitive design transition to minimize impacts on neighbors.

PA 5.4: Service Commercial Uses. Retain the service commercial uses along South Amphlett Boulevard, South Claremont Street, Railroad Avenue and Leslie Street.

Retain Leslie Street as service commercial and light industrial due to its proximity to residential uses. Redevelopment of sites should provide substantial setbacks, landscape buffers, and stepped building heights to minimize impacts on adjacent residential uses.

This policy is consistent with Policies LU-1.13, which encourages the retention of service commercial businesses. The heavy industrial uses along Leslie Street and 17th Avenue have created nuisances for neighbors. Due to the proximity of these uses to the anticipated site for the Hayward Park train station, they could pose health and safety hazards. Redevelopment to lighter manufacturing or service commercial uses is therefore preferred. Rezoning along Leslie Street in conformance with the Land Use Plan were accomplished as implementation of the 1990 General Plan.

PA 5.5: Palm Avenue at Seventeenth Avenue. Limit any redevelopment of the Palm Theater site at the southeast corner of Palm and 17th avenues to high density multi-family use.

Commercial redevelopment in the vicinity of Palm Avenue, south of 17th Avenue, is discouraged due to anticipated traffic congestion and impacts on the adjacent single-family and duplex neighborhoods. The site is appropriate for high density residential use because it is large enough to provide adequate buffers from neighboring uses and provides a good land use transition between the commercial businesses to the north and the single-family and duplex resources to the south.

PA 5.6: Single-Family and Duplex Preservation. Limit development of established predominantly single-family areas to single-family uses, and predominantly duplex areas to low-density residential as delineated on the Land Use Plan. Consider redesignating multi-family areas to single-family and low-density residential where those uses predominant and where creation of additional legal non-conforming uses would be minimized.

This policy is consistent with Policy LU-1.9, which encourages the protection of established single-family and duplex neighborhoods. Neighborhood impacts such as traffic, loss of parking, and deterioration of community character have resulted from past redevelopment of single-family residences to higher densities. The policy pertains to enclaves of single-family homes in the area around Palm Avenue between Hayward Avenue and SR 92, and generally in the area between Fifth and Ninth, Amphlett, and Delaware streets, and areas predominantly duplex but in the past have been zoned for higher density use such as Jasmine Street between Barneson and Borel Avenue. Rezoning in conformance with the Land Use Plan were accomplished as implementation of the 1990 General Plan.

PA 5.7: Recreational Vehicle Storage. Allow recreational vehicle storage on the CalTrans surplus parcel at the Northwest corner of the SR 92 and US 101 Interchange.

This policy is the same as Policy PA-4.9 but pertains to a different site under the US 101/SR 92 interchange.

6. MARINA LAGOON.

PA 6.1: SR 92/ South Norfolk Office Center.

1. Allow minor expansion of the office uses west of South Norfolk Street and adjacent to US 101/SR 92 interchange, as delineated on the Building Height and Intensity Plan.

Limit heights nearest the adjacent low-density residential areas to three stories; allow heights nearest SR 92 up to four stories.

This site is designated for limited low-scale development due to a lack of direct access from northbound US 101 to Norfolk Street, requiring employees to travel through residential neighborhoods. Adequate site area exists for minor additional development.

PA 6.2: Marina Plaza Center. Retain the Marina Plaza neighborhood retail center and allow limited expansion of low commercial uses, as delineated on the Building Height and Intensity Plan.

This neighborhood shopping center provides goods and services to the Los Prados neighborhood. The 1989 and 1995 expansions and beautification of the center created a more economically viable and visually pleasing addition to the neighborhood. This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping centers.

PA 6.3: Mariner's Island Specific Plan. Allow development that includes low to high-density multi-family residential uses and small to large scale commercial retail and office uses, as delineated on the Building Height and Intensity Plans. Consider increasing the building intensity standards to include structured parking in the floor area ratio calculations.

1. **Bridgepointe Retail and Office/Residential Site.** Allow expansion and/or redevelopment of the Bridgepointe retail and office/residential area, formerly known as "The Island" Shopping Center, for any of the following uses, as delineated in the Bridgepointe Master Plan: high-rise, high-density residential; retail, offices, and hotel. Limit redevelopment potential based on traffic generation which is equal to, or less than, that anticipated from a retail mall of 0.62 floor area ratio (FAR).
2. **Ancillary Commercial Sites, Area I.** Expand the list of allowable uses to include churches, subject to a special use permit.
3. **Height Limits.** *Maximum densities of up to 75 units per acre and maximum heights of up to 75 feet and appropriate FARs may be allowed in the following areas of Mariner's Island, for projects which provide public benefits or amenities substantially greater than code requirements:*
 - a) *the area designated on the Land Use Plan (LU-3) as Mixed-Use Incentive (Regional/Community Commercial) which is commonly described as Fashion Island Shopping Center and is circumscribed by Arthur Hansen Drive; and*
 - b) *the area designated Executive Office on the Land Use Plan (LU-3) which is north of SR 92 and bounded by Fashion Island Boulevard, Mariner's Island Boulevard, and Fashion Island Shopping Center.*

The Bridgepointe retail and office/residential area is a very large site with excellent freeway access and visibility, and relative isolation from single-family neighborhoods. The site provides excellent opportunities for development which could include high revenue generation for the City, creation of jobs, or needed housing development, depending on the type and scale of redevelopment. The General Plan designates the site as one of the major focal areas for commercial and/or residential development and allows maximum flexibility in its development. The plan assumes the zoning code will be amended to include parking structures in the floor area calculations.

The Mariners Island Specific Plan limited floor area ratio (FAR) for this and other commercial sites in the area based on anticipated traffic capacity. For the Bridgepointe and adjacent office/residential property, a range of FARs is provided, based on traffic generation which is no greater than a retail use up to the existing 0.62 FAR. Subject to this limitation, increased FARs of up to 1.0 will be permitted for office and hotel uses, and up to 2.0 for residential development.

PA 6.4: J. Hart Clinton Drive/Mariner's Island Boulevard. Allow development of the private property at the northwest corner of East Third Avenue/Mariner's Island Boulevard for medium scale commercial use, if not developed as a park, as delineated on the Building Height and Intensity Plans. Permitted uses include restaurant, hotel, office, and retail, or medium-density residential. Building design shall be compatible with the adjacent park. Building height adjacent to the park should be low and may step up towards the street intersection.

The Shoreline Park Master Plan designates the site for future parkland. In the event the property is not purchased as a park, this policy amends the site's "Shoreline" designation to allow more flexibility in its development, provided that development is of a type and design which is compatible with the adjacent park use.

PA 6.5: Recreational Vehicle Storage. Allow recreational vehicle storage on the State-owned surplus parcel between Norfolk and Marina Lagoon.

This policy is the same as Policy PA-4.9 and PA-5.7 but pertains to a different State-owned surplus parcel site.

7. HILLSDALE.

PA 7.1: San Mateo County Expo Center. Promote the physical and aesthetic improvement of the San Mateo County Expo Center. Allow net expansion of permanent exhibition facilities to a maximum of 100,000 square feet and allow up to an additional 5,000 square feet for support and mechanical space. Protect established single-family residential areas by assuring: 1) that adequate buffers and screening are developed and maintained, 2) that the design of development is compatible with surrounding land uses, and 3) that the County's fair share of traffic and parking improvements are provided.

The Expo Center is considered an asset to San Mateo, but is in need of improvement. An expansion of 100,000 square feet of usable exhibition space will permit a center large enough to accommodate most trade shows, yet will control impacts such as traffic congestion, loss of parking, and visual intrusion. Expansion of the Expo Center must include significant aesthetic improvements and mitigation of traffic and parking impacts.

- PA 7.2: Practice Track and Barn Area.** Designate the site for mixed use development including residential, neighborhood commercial, and regional/community commercial land uses. Any residential component shall provide a minimum of 720 dwelling units and a maximum of 785 dwelling units. Permitted neighborhood commercial uses and regional/community commercial uses shall include hotel, conference center, restaurant, entertainment, office, retail, live-work and day care uses. The specific heights and intensities of uses shall be set forth in a Specific Plan prepared for the site. Any such plan shall assure that adequate buffers and screening are developed and maintained, and that the design of the development is compatible with adjacent land uses. Maximum height shall be 55 feet, however, the Specific Plan may lower height limits for particular elements of development.

This policy permits development of the site in accordance with an adopted specific plan that sets forth specific building heights, intensities, and land uses. A range of dwelling units is required in order to assist the City in meeting its fair share housing needs goals. Both neighborhood and regional/community commercial uses are allowed in accordance with the standards developed in the specific plan. The specific plan shall also include buffers, screening, and design compatibility with adjacent land uses.

- PA 7.3: Bay Meadows Racetrack.** Retain the existing racetrack use of the site. Should redevelopment of the site occur, a Specific Plan or Master Development Plan is required to insure that the site is developed in a comprehensively planned manner.

It is intended that the Bay Meadows Racetrack be retained. The plan recognizes that the facility is a unique recreational resource and important source of City revenue. However, should redevelopment be contemplated, it must be planned in a manner which minimizes impact on the surrounding area. This policy is consistent with Policy LU-1.18, which addresses redevelopment of major institutions.

- PA 7.4: Hillsdale Regional Shopping Center.** Allow expansion and redevelopment of the Hillsdale Regional Shopping Center for commercial retail, office, hotel, or mixed uses containing one or more of the above at heights and intensities delineated on the Building Height and Intensity Plans. Should redevelopment or major expansion of the site occur, a Master Development Plan is required to ensure the site is developed comprehensively.

Hillsdale Shopping Center is an important source of sales tax revenue for the City. The General Plan designates the site as a minor focal point for commercial, hotel, and office uses and allows flexibility in its development. If major expansion or redevelopment should occur in the future, it must be planned in a comprehensive manner which minimizes impact on the surrounding areas.

- PA 7.5: East Hillsdale Boulevard Center.** Retain the neighborhood commercial shopping center and allow minor low-rise expansion limited to neighborhood retail uses to serve the Practice Track site and existing residences. Allow expansion of the Hillsdale Inn in accordance with the Building Height and Intensity Plans. Encourage physical and visual improvements during the interim.

This neighborhood shopping center provides goods and services to San Mateo Village and the temporary residents at the Racetrack during racing season. It is intended that the center be retained with limited expansion permitted to meet the increased demand which is anticipated with the residential development of the Practice Track site. Retention and enhancement of the Hillsdale Inn is encouraged, consistent with Policy LU-1.16.

PA 7.6: South El Camino Real (SR 82).

1. Allow commercial and *high density* residential use of the area of South El Camino Real (SR 82) between SR 92 and the Belmont City limits, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real (SR 82). Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, setbacks of upper stories, and public improvements substantially in excess of City requirements;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

In this area, El Camino Real (SR 82) is characterized by a mixture of low-scale commercial uses. It is expected that most new development will be medium scale commercial or high density residential or mixed use due to urban design concerns and traffic congestion.

PA 7.7: Twentieth to Twenty-fifth Avenues. Retain service commercial uses and allow limited low-scale expansion as delineated on the Building Height and Intensity Plans. Exclude office and residential development.

This policy is consistent with Policy LU-1.13 which encourages the retention of service commercial uses.

PA 7.8: Delaware Street. Development of the west side of Delaware Street between SR 92 and 25th Avenue should be low-scale commercial uses with maximum heights up to three stories.

It is intended that this area be exclusively commercial in character because it is an established service commercial area. Commercial redevelopment is limited to low scale to limit traffic and parking congestion, as delineated on the Building Height and Intensity Plans.

PA 7.9: Twenty-fifth Avenue Shopping Center. Retain the neighborhood commercial uses and allow limited low-scale retail expansion with heights up to a maximum of two stories along 25th Avenue between Delaware Street and South El Camino Real (SR 82). Provide better signage and access to public parking areas.

PA 7.10: Lauriedale Shopping Center. Allow expansion of the Lauriedale neighborhood shopping center, as delineated on the Building Height and Intensity Plans. Promote improved appearance of the center.

These policies are consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping areas.

PA 7.11: Service Commercial Uses. Retain the service commercial uses along Pacific Boulevard and Nineteenth Avenue adjacent to the US 101/SR 92 interchange. Encourage improving the appearance of the area through expanded code enforcement, landscaping and other improvements.

This policy is consistent with Policy LU-1.13 which encourages the retention and enhancement of service commercial uses.

8. BERESFORD PARK.

PA 8.1: South El Camino Real (SR 82).

1. Allow commercial and *high density* residential use of the area of South El Camino Real (SR 82) between SR 92 and 29th Avenue, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real (SR 82). Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

The intent of this policy is the same as for other portions of El Camino Real (SR 82) as described in Policies PA-7.7.

PA 8.2: Twentieth Avenue Vicinity.

1. Between Elkhorn Court and O'Farrell Street, allow redevelopment either as: a) low intensity office use with heights to a maximum of two stories; b) mixed use with *high density* residential with heights up to four stories, as delineated on the Building Height and Building Intensity Plans; or c) *high-density* residential development with heights up to four stories, as delineated on the Building Height and Intensity Plans.

It is not intended that this area be a large scale commercial node due to its proximity to residential neighborhoods and limited peak period roadway capacity.

Allowable commercial expansion is limited to minimize neighborhood impacts. A mix of multi-family and low-scale commercial uses is encouraged, consistent with this policy.

2. Retain the recreation and club uses on the south side of 20th Avenue between Pioneer Court and Isabelle Avenue. Should redevelopment of the site occur, a medium-density residential use with heights up to three stories is appropriate, as delineated on the Building Height and Intensity Plans.

The Elks Club has been a part of the community for many years and is not expected nor encouraged to relocate its facility. Residential redevelopment of this large site is permitted due to the limited impact on the adjacent residential neighborhoods and on roadway capacity in the area. Commercial redevelopment is prohibited due to the potential adverse impacts on the neighborhood.

PA 8.3: Twenty-Fifth Avenue Shopping Center. Retain the neighborhood commercial uses emphasizing ground floor retail use. Allow limited low-scale expansion up to two stories except for those parcels fronting on El Camino Real (SR 82) where four stories are permitted providing that the two upper stories are for residential use.

This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping areas.

PA 8.4: Peninsula Golf and Country Club. Retain the existing club and recreation use. Should the site redevelop, single-family and low-density residential development is appropriate.

Retention of the Peninsula Golf and Country Club is encouraged. The facility is a recreational resource and provides open space within the community. Should redevelopment occur, it should be consistent and compatible with the adjacent single-family neighborhood. This will include a site plan which preserves mature vegetation, natural topography and a substantial amount of open space by clustering dwelling units and a circulation plan which minimizes traffic impacts in the area.

PA 8.5: Campus Drive Vacant Site. Allow development of the 12.5-acre site north of Campus Drive and west of the Peninsula Golf and Country Club for medium-density multi-family residential uses at a density allowed by the R-3 zoning standards for developable acreage.

Developable acreage shall be determined by excluding area within a 25-foot building setback from property lines, areas exceeding 25% slope, and areas deemed necessary by the arborist's report described below to preserve significant vegetation and for purposes of fire protection. Development shall be clustered to retain sensitive ravine habitat area, maximize open space, minimize grading and disturbance of natural topography and vegetation. Grading shall not

occur on slopes exceeding 25% grade, except to provide necessary roadways. The City Council may approve development of areas exceeding 25% slope which have little habitat value where areas of equal size deemed to have greater habitat value, which are otherwise developable, are preserved as open space.

An arborist report shall be provided in conjunction with any development proposal, identifying significant vegetation on the site, its current condition, depth and direction of root systems, means of protecting trees during and after construction and means of providing adequate fire protection.

To reduce view obstruction and visual impacts as viewed from off-site areas, building height is limited to a maximum of 35 feet. In order to mitigate impacts on public facilities or the environment such as storm drainage, biological resources or utilities, reduction of density may be necessary.

This site is one of the few remaining large vacant parcels in San Mateo which is suitable for residential development. Residential development is more appropriate than commercial due to the site's potential to substantially contribute to the City's overall goal of meeting its housing need. Residential development would also minimize traffic impacts by creating a "reverse commute" on Campus Drive, which serves a large office complex. The allowable density has been determined based on access and physical site constraints such as topography and vegetation.

PA 8.6: SR 92/Hillsdale Boulevard/Campus Drive Vicinity.

1. Allow expansion of the office uses east of Hillsdale Boulevard south of SR 92, and along Campus Drive, with maximum heights and intensities as delineated on the Building Height and Intensity Plans.

The area is a prominent regional office center allowing expansion due to its excellent freeway access and relative isolation from single-family neighborhoods.

2. Retain the Laurelwood (College Heights Plaza) Shopping Center's neighborhood retail uses and allow limited low-scale expansion with a maximum height up to two stories.

The shopping center provides goods and services to the several neighborhoods in the Western Hills area. This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping areas.

PA 8.7: Alameda/SR 92 Synagogue Site. Allow redevelopment of the synagogue parcel for either medium-density multi-family residential or office uses. Office development is contingent upon obtaining joining access from the adjacent office properties to permit vehicular access from the signalized 20th/Alameda intersection.

Should redevelopment of the synagogue site occur, a medium-density multi-family residential project or office use similar to the adjoining properties would be appropriate.

PA 8.8: Campus Drive Emergency Access. Maintain access between Campus Drive and 26th Avenue for emergency use only, and preclude modifications which would allow through vehicular access between these streets to protect surrounding residences.

This policy reaffirms that Campus Drive to 26th Avenue will be maintained for emergency access only.

9. SUGARLOAF.

PA 9.1: Forty-Second Avenue Center. Develop a Specific Plan for the area between 41st Avenue, Beresford Street, South El Camino Real (SR 82) and the Belmont border to improve the efficiency of the site design, circulation, appearance, and design relationship to surrounding uses, and to allow mixed commercial and residential expansion. Allow heights and intensities/densities as delineated on the Building Height and Intensity Plans.

The 42nd Avenue Shopping Center is intended to be the major neighborhood retail center in the southern portion of the City. Problems such as circulation, parking, access, and appearance have limited the market performance of the area. A Specific Plan will be prepared to address these problems and to maximize the center's economic vitality, provide housing opportunities, and encourage mixed use.

PA 9.2: South El Camino Real (SR 82).

1. Allow commercial and *high* density residential use of the area of South El Camino Real (SR 82) between 36th and 41st avenues, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real (SR 82). Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

PA 9.3: San Mateo County Hospital. Should all or a portion of the San Mateo County Hospital redevelop, a mixed residential development is appropriate with stepped density compatible with adjacent residential areas, ranging from single-family adjacent to single family residences to medium density where adequately buffered.

The City encourages retention of the hospital use due to the community service and jobs it provides. The hospital has undergone extensive remodeling including the addition of a new building which should result in the retention of the facility. Should the site be redeveloped, it must be compatible with the surrounding residential area. Because of the site's size and that it is surrounded by both single and multi-family residences, a mixed residential development is appropriate. Stepped density will include new single-family dwellings located adjacent to existing single-family areas, and multi-family dwellings on the site's interior and adjacent to existing multi-family areas.

10. WESTERN HILLS.

PA 10.1: San Mateo County Facilities Site. Allow redevelopment of the San Mateo County lands to low-density, multi-family or single-family residential, at a maximum density equal to two dwelling units per acre. Encourage clustered development to maximize open space and protect hillsides, major vegetation, natural topography and views from surrounding areas. Development of a Master Plan for any future development of the site is required.

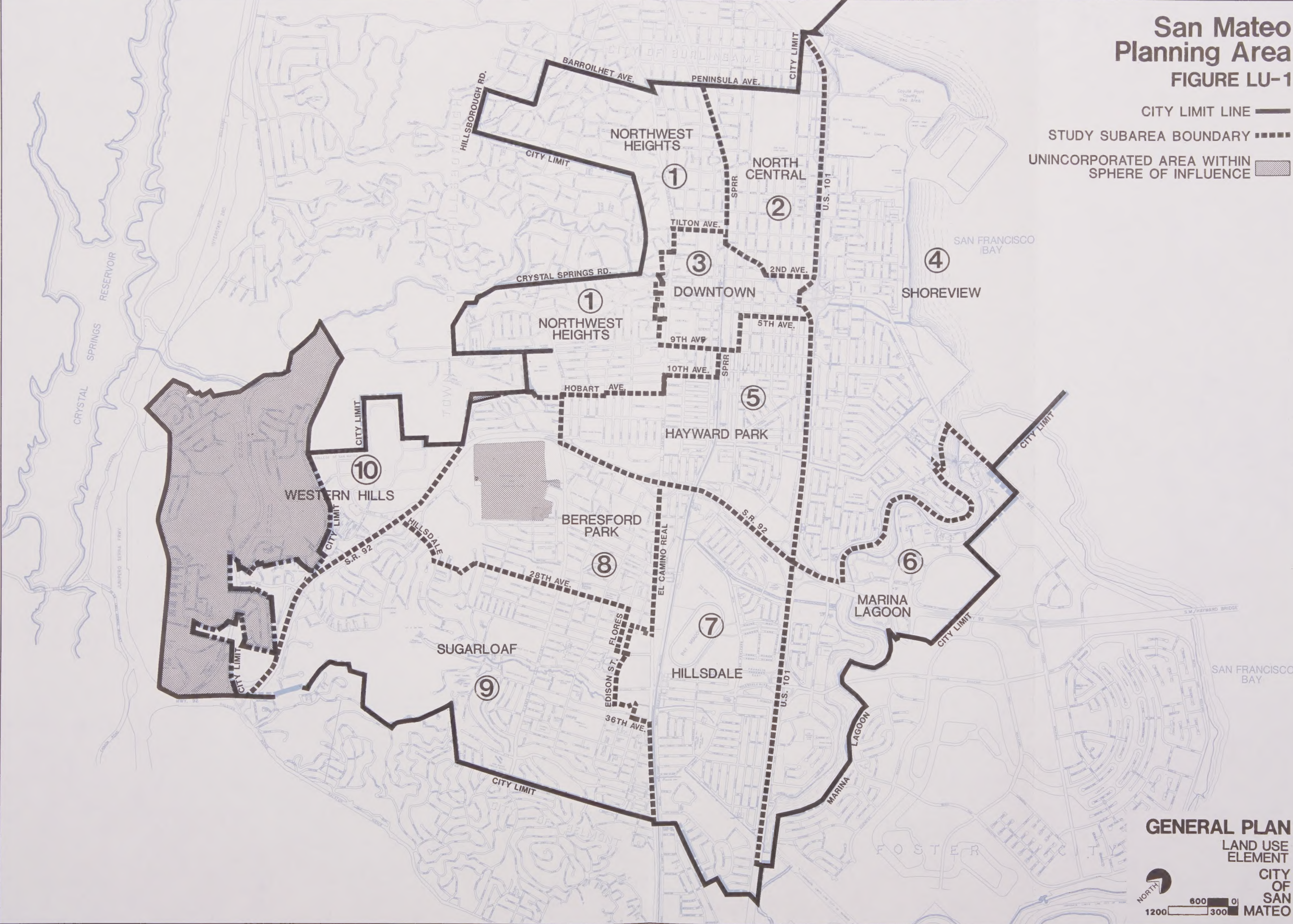
Retention of the County Facilities is encouraged. Should redevelopment occur, the appropriate use is low-density residential. This is due to the use characteristics of the surrounding area and the natural conditions of the site, particularly its topography.

PA 10.2: Crystal Springs Shopping Center. Retain the Crystal Springs neighborhood shopping center and allow limited expansion as delineated on the Height and Building Intensity Plans.

The shopping center provides goods and services to the Western Hills area and has sufficient area for expansion. This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping centers.

San Mateo
Planning Area
FIGURE LU-1

CITY LIMIT LINE ———
STUDY SUBAREA BOUNDARY - - - - -
UNINCORPORATED AREA WITHIN
SPHERE OF INFLUENCE [hatched box]



GENERAL PLAN
LAND USE
ELEMENT
CITY
OF
SAN
MATEO

NORTH [arrow pointing up]
1200 600 300 0 [scale bar]

Employment Locations

FIGURE LU-2

HIGH CONCENTRATION
(general areas) 

LOW CONCENTRATION
(general areas)



GENERAL PLAN

LAND USE

ELEMENT

CITY
OF
SAN
MATEO

1200	600	0
300		

CIRCULATION



III.

CIRCULATION

A. INTRODUCTION

PURPOSE

The Circulation Element describes existing and proposed roadways and other means of transportation such as public transit, bikeways, pedestrian routes and parking facilities. It analyzes traffic conditions and needed improvements so that existing and projected circulation needs may be adequately met. It is integrally related to many other portions of the General Plan, particularly the Land Use Element. Traffic congestion and other circulation constraints have been major considerations in determining land use policies which will guide the future development of the community.

B. FUNCTION OF THE ROADWAY SYSTEM

BACKGROUND

San Mateo has a hierarchy of streets which serve different functions. These include freeways, arterials, collectors, local streets and alleyways, as shown on Figure C-1.

Freeways

Freeways route traffic through the community and are characterized by large traffic volumes and high speed travel. There are two freeways in San Mateo: US 101 (Bayshore Freeway) and SR 92 (J. Arthur Younger Freeway or 19th Avenue Freeway). State Route 280 also provides regional access to the community and is located just west of the City's sphere of influence.

The Land Use Element of the General Plan concentrates large-scale commercial development close to freeway ramps so that regional traffic is not routed through the community. The SR 92 corridor, for example, contains several high intensity commercial centers which are suitable for intensification, given their good freeway access and relative isolation from residential neighborhoods.

Arterials

Arterials link residential and commercial districts, and serve shorter through traffic needs. Due to the heavier traffic on arterials, adjacent land uses are intended to be a mix of commercial and multi-family residential, such as along El Camino Real (SR 82) and San Mateo Drive. In San Mateo, however, many arterials are located in single-family neighborhoods. Examples include portions of Hillsdale Boulevard, Norfolk Street, and Alameda de las Pulgas.

Because the primary function of arterials is to move relatively high volumes of traffic, interruptions to traffic flow caused by turning movements at driveways and intersections should ideally be minimized. In San Mateo, however, established patterns of development have created driveways along most arterials. While the Land Use Element retains established single-family neighborhoods along many arterials, it is expected that increased traffic on these roadways will occur.

Collectors

Collector streets link neighborhoods to arterials and are not intended for through traffic. Collectors should not form a continuous system, so that they are not used as convenient substitutes to arterials. In San Mateo, as drivers avoid congested thoroughfares, traffic diversion onto collectors has increasingly impacted neighborhoods close to such major arterials as El Camino Real (SR 82) and Hillsdale Boulevard.

Local Streets

Local streets are designed to serve only adjacent land uses and are intended to protect residents from through traffic impacts. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.

Typical traffic capacities for local streets and the other roadway types in San Mateo are listed in Table C-1.

TABLE C-1
TYPICAL SAN MATEO ROADWAY CHARACTERISTICS

Roadway Type	Number of Lanes	No. of Daily Vehicles
Freeway	6-10	120,000-250,000
Arterial	2 - 6	10,000-50,000
Collector	2-4	1,000-10,000
Local	2	500-1,000

GOALS AND POLICIES

GOAL 1: Design and regulate use of city streets according to their classification and intended function as shown in Figure C-1.

POLICIES:

C 1.1: Minimize Traffic Diversion. Discourage non-local and commercial traffic from using local and collector residential streets through land use restrictions and traffic control devices, where appropriate. Design existing arterial roadways to minimize the diversion of traffic onto local residential streets.

It is intended that residential neighborhoods be protected from the impacts of traffic diversion onto local and collector streets from the more heavily traveled roadways. This can be accomplished by ensuring, where feasible, adequate capacity of arterials, regulating the direction of traffic flow, and/or through placement of cul-de-sacs, ovals or islands or some delineation device to avoid convenient substitute routes.

C 1.2: Protect Local Streets. Do not permit new medium and high density residential and commercial projects to have primary access on local streets in single-family districts, except where there are no feasible alternative routes.

The General Plan ensures that arterials and collectors provide access to the higher intensity commercial and residential districts. It is intended that local streets in single-family districts be protected from the adverse impacts associated with traffic generated by higher intensity development. Individual project design should minimize traffic impacts by considering the direction of access in the placement of driveways.

C 1.3: Restrict Truck Traffic. Restrict truck through traffic on all city streets as designated by City ordinance.

Trucks adversely affect traffic flow and roadway capacity. The noise and exhaust fumes generated by trucks also create nuisance problems for residential neighborhoods. To minimize these impacts, truck through traffic is restricted to the freeways and major arterials designated by City ordinance. These routes provide efficient through circulation and truck access to the major commercial areas in the community.



EXISTING TRAFFIC CONDITIONS

BACKGROUND

Levels of Service

Traffic volumes are measured in terms of Average Daily Traffic (ADT) and peak hour volumes (i.e., the amount of traffic at one place during the busiest hour). Traffic congestion is measured by dividing traffic volume by roadway capacity. The resulting number is known as the volume-to-capacity (V/C) ratio and usually ranges between 0 and 1.00. The V/C ratings are divided into six "Levels of Service" (LOS) A through F, representing conditions ranging from unrestricted traffic flow (A) to extreme traffic congestion (F) (see Table C-2). When the V/C ratio reaches 1.00, the intersection is "at capacity" and theoretically can not accommodate additional traffic. A projected V/C ratio which is greater than 1.00 means that future demand is expected to exceed the capacity of the intersection. This condition is described as Level of Service F.

TABLE C-2
DESCRIPTION OF LEVELS OF SERVICE FOR INTERSECTIONS

Service	Flow	Delay	V/C Ratio
A	Stable	None or Very Slight	0.00-0.60
B	Stable	Slight	0.61-0.70
C	Stable	Acceptable	0.71-0.80
D	Approaching Unstable	Tolerable	0.81-0.90
E	Unstable	Intolerable	0.91-1.00
F	Forced	Extreme	+ 1.00

Trends and Conditions

Because of its location in the Bay Area, San Mateo is a focal point for traffic. The City is at the crossroads of two major freeways, is centrally located between San Francisco and Santa Clara County's "Silicon Valley", and has direct access to the East Bay and coast via SR 92. As a result, heavy traffic conditions characterize most arterials and the two highways in San Mateo. Average Daily Traffic rates (1995) for US 101, SR 92 and El Camino Real (SR 82) are shown in Table C-3.

TABLE C-3
AVERAGE DAILY TRAFFIC (ADT) VOLUMES (1995)

Location	ADT (Vehicles)
US 101 (north of East Third Avenue)	239,000
US 101 (north of Hillsdale Boulevard)	227,000
SR 92 (east of US 101)	124,000
SR 92 (west of US 101)	99,000
El Camino Real (SR 82) [north of Crystal Springs Road]	28,000
El Camino Real (SR 82) [south of SR 92]	49,500

Increased traffic in San Mateo has been quite noticeable in recent years. This has been most evident on the highways where traffic volumes have increased between 20% and 45% between 1980 and 1995. The duration of the peak periods has also increased throughout this time. This increase in traffic is due to growth on the Peninsula in general and a regional imbalance of where people live and work.

San Mateo has a substantial employment base of its own, causing significant commute traffic into the City in the morning and away from the City in the evening. The College of San Mateo contributes to congestion on SR 92, particularly in the morning. Both westbound and eastbound congestion occurs on SR 92 during the evening as commuters travel to the coast, connect with I-280, or return to the East Bay. Congestion on US 101 occurs during both morning and evening peak periods.

Local streets have experienced increases in traffic resulting in congested conditions at several intersections. Average daily traffic increases on major arterials such as El Camino Real (SR 82), Alameda de las Pulgas, Hillsdale Boulevard, Third Avenue and Fourth Avenue have ranged between 10% and 30% between 1990 and 1995. Major collector streets such as De Anza Boulevard, and Kehoe, Ninth, Palm and Barneson avenues, have experienced 10% to 20% increases in traffic during this same period.

In 1990, six intersections were operating at Level of Service D and one at Level of Service E. The most congested intersections operating at LOS D and E were concentrated in the Hillsdale/Bay Meadows area and along El Camino Real: El Camino (SR 82)/25th; Hillsdale/Saratoga; El Camino/Tilton, El Camino/Bovet-17th Avenue, El Camino/20th Avenue. Peak period Levels of Service in 1990 for these and other intersections are shown on Figure C-2. The year 1990 is used as a basis for evaluation since the City's traffic model (see description below) is based on population and employment data derived from the 1990 census. This is consistent with the traffic model used by the San Mateo City/County Association of Governments (C/CAG) as part of its Congestion Management Plan.



FUTURE TRAFFIC CONDITIONS

BACKGROUND

Traffic Model

To aid in evaluating the traffic impacts of future local and regional growth, a traffic computer model was developed. The model can mathematically describe the characteristics of the transportation network and simulate future conditions. It is intended that the traffic model be periodically reviewed and updated to ensure that assumptions regarding growth and related traffic congestion are valid.

Regional Growth and Related Traffic

The traffic model has shown that the recent increases in regional traffic will continue in the future. In the mid-county region, most growth will be concentrated in Foster City, Redwood City, and San Mateo. The balance of jobs and employed residents in the City is projected to continue until 2010. The County as a whole, however, is expected to have many more new jobs compared to new resident workers, which may mean that there will be more commuting into the area or that economic growth will slow below projections due to lack of employees to fill the projected jobs.

In San Mateo, regional growth will result in a 16% increase over 1990 levels in daily traffic on freeways which pass through San Mateo, including US 101 and SR 92.

Local Traffic

Increases in traffic on most San Mateo streets are expected to be up to 13% by the year 2010. Generally, streets which will be congested in the future are currently congested or are located close to planned development. Future congestion will be attributable to a combination of new traffic and existing problems.

Projected future intersection Levels of Service are shown on Figure C-3. Table C-4 compares the future levels of service to existing conditions and lists both unmitigated traffic conditions and conditions with anticipated street improvements in place. These improvements include street extensions, freeway widening, and upgrade of several intersections, including added turning lanes, restriping and signalization.

TABLE C-4
EXISTING (1990) AND GENERAL PLAN 2010
VOLUME-TO-CAPACITY RATIOS AND LEVELS OF SERVICE

	Study Intersections	1990 Existing Conditions		2010 General Plan		2010 General Plan Mitigated	
		V/C	LOS	V/C	LOS	V/C	LOS
1	Second Avenue/El Camino Real	0.63	B	0.54	A		
2	Second Avenue/San Mateo Drive	0.72	C	0.72	C		
3	East Third Avenue/South B Street	0.51	A	0.50	A		
4	East Third Avenue/South Delaware Street	0.77	C	0.84	D		
5	East Third Avenue/El Camino Real	0.54	A	0.42	A		
6	East Third Avenue/Ellsworth Avenue	0.72	C	0.73	C		
7	East Third Avenue/South Fremont Street	0.56	A	0.76	C		
8	East Third Avenue/South Humboldt Street	0.74	C	0.81	D		
9	East Third Avenue/South Norfolk Street	0.79	C	0.77	C		
10	East Third Avenue/San Mateo Drive	0.65	B	0.69	B		
11	East Fourth Avenue/South B Street	0.60	B	0.57	A		
12	East Fourth Avenue/South Delaware Street	0.79	C	0.92	E	0.88	D
13	East Fourth Avenue/El Camino Real	0.68	B	0.73	C		
14	East Fourth Avenue/Ellsworth Avenue	0.55	A	0.50	A		
15	East Fourth Avenue/South Fremont Street	0.60	A	0.74	C		
16	East Fourth Avenue/South Humboldt Street	0.67	B	0.64	B		
17	East Fourth Avenue/San Mateo Drive	0.64	B	0.65	B		
18	East Fifth Avenue/South B Street	0.55	A	0.50	A		
19	East Fifth Avenue/South Delaware Street	0.40	A	0.34	A		
20	East Fifth Avenue/San Mateo Drive	0.39	A	0.34	A		
21	Ninth Avenue/South Delaware Street	0.81	D	0.83	D		
22	17th-Bovet/El Camino Real	0.86	D	0.94	E	0.88	D
23	19th Avenue/South Delaware Street	0.68	B	0.69	B		
24	19th Avenue/South Grant Street	0.75	C	0.74	C		
25	19th Avenue/YMCA Driveway	0.60	A	0.49	A		
26	20th Avenue/Alameda de las Pulgas	0.69	B	0.72	C		
27	20th Avenue/El Camino Real	0.82	D	0.82	D		
28	25th Avenue/South Delaware Street	0.52	A	0.63	B		
29	25th Avenue/El Camino Real	0.85	D	0.72	C		
30	27th Avenue/El Camino Real	0.49	A	0.47	A		
31	31st Avenue/El Camino Real	0.72	C	0.59	A		
32	42nd Avenue/El Camino Real	0.44	A	0.72	C		
33	Armada Way/Mariners Island Boulevard	0.20	A	0.21	A		
34	Barneson/El Camino Real	0.54	A	0.53	A		
35	Bermuda Drive/South Delaware Street	0.44	A	0.73	C		
36	Campus Drive/West Hillsdale Boulevard	0.61	B	0.72	C		
37	Concar Drive/South Delaware Street	0.78	C	0.92	E	0.84	D
38	Concar Drive/South Grant Street	0.72	C	0.67	B		
39	Concar Drive/State Route 92 W/B Ramps	0.58	A	0.58	A		
40	Crystal Springs Road/El Camino Real	0.70	B	0.53	A		
41	Curtiss Street/Hillsdale Boulevard	0.73	C	0.80	C		
42	North Delaware Street/Peninsula Avenue	0.57	A	0.79	C		
43	North Delaware Street/Poplar Avenue	0.63	B	0.65	B		
44	South El Camino Real/Hillsdale Interchange	0.91	E	0.96	E	0.76	C
45	El Camino Real/Peninsula Avenue	0.60	A	0.60	A		
46	El Camino Real/Poplar Avenue	0.68	B	0.69	B		
47	El Camino Real/Tilton Avenue	0.82	D	0.63	B		
48	Fashion Island Drive/Mariners Island Boulevard	0.57	A	0.84	D		
49	Fashion Island Drive/South Norfolk Street	0.62	B	0.77	C		
50	Hillsdale Boulevard/South Norfolk Street	0.78	C	0.85	D		
51	Hillsdale Boulevard/Saratoga Drive	0.87	D	0.95	E	0.83	D
52	Hillsdale Boulevard/State Route 92	0.73	C	0.81	D		
53	North Humboldt Street/Peninsula Avenue	0.76	C	0.85	D		
54	North Humboldt Street/Poplar Avenue	0.73	C	0.61	B		
55	Laurie Meadows Road/Pacific Boulevard	0.54	A	0.49	A		
56	Peninsula Avenue/San Mateo Drive	0.54	A	0.49	A		
57	Poplar Avenue/San Mateo Drive	0.55	A	0.56	A		



ROADWAY IMPROVEMENTS

BACKGROUND

The planned roadway improvements needed to reduce existing traffic problems and to accommodate the development anticipated by the General Plan are listed in Appendix D. More detailed discussion of these mitigation measures is contained in the "Traffic Mitigation Report" prepared by Meyer Mohaddes Associates, Transportation Consultants, which is available in the San Mateo Planning Division.

Target Level of Service

The anticipated growth planned for by the General Plan would result in substantial degradation of traffic conditions at several intersections, if not mitigated. The intent of the Traffic Mitigation Report is threefold: to solve existing congestion problems, to maintain existing traffic conditions where they are good, particularly on residential streets, and to reduce the impacts of anticipated growth.

Only feasible traffic improvements are included in the Report. Determination of "feasibility" involved a number of factors: physical constraints (i.e., right-of-way need versus availability), cost (including construction and right-of-way), and net benefit (the additional roadway capacity gained versus cost, loss of on-street parking, and the impact on neighbors).

GOALS AND POLICIES

GOAL 2: Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.

POLICIES:

C 2.1: Acceptable Levels of Service. Adopt a Level of Service no worse than mid LOS D, V/C ratio 0.85, as the acceptable Level of Service for all intersections within the City, except for the following:

High Level of Service D (0.86-0.90)

- a. Delaware Street/Fourth Avenue
- b. 17th Avenue-Bovet Road/El Camino Real
- c. Saratoga Drive/Hillsdale Boulevard

C 2.2: Traffic Improvement Master Plan. Develop a master plan for street system improvements necessary to accommodate future growth and maintain acceptable levels of service. Intended improvements within the time frame of the Plan are listed in Appendix D, and may be updated by Resolution of the City Council consistent with Policy C-2.1.

C 2.3: Roadway Improvement Implementation. Enact fiscal policies to provide that the roadway improvements listed in Appendix D are funded and accomplished throughout the timeframe of the Plan to achieve the Level of Service standards set forth in Policy C-2.1

A peak hour Level of Service D, V/C ratio 0.85, is the desirable "worst case" Level of Service for intersections. This is generally considered acceptable for peak period operations under urban traffic conditions such as those in San Mateo. It represents "tolerable" delay in which a motorist would expect to typically wait through one and possibly a maximum of two signal cycles.

The "Traffic Mitigation Report" prepared by Meyer Mohaddes Associates, Transportation Consultants, summarizes the anticipated street system improvements of the General Plan. There are only limited opportunities for new roadway facilities in the heavily built-up areas of San Mateo. In most cases, the assumed intersection improvement would result in a V/C ratio of 0.85 or better; however, in some cases a situation worse than the desirable target Level of Service is expected due to physical constraints making full mitigation infeasible. In these areas, a combination of techniques should be employed to minimize further traffic congestion, including constraining the permitted scale of development in the vicinity of the congestion problem and requiring the implementation of a Transportation Systems Management Program as a condition of development project approval.

It is intended by the General Plan that all the roadway improvements listed in Appendix D be implemented within the timeframe of the Plan, with the possible exception of improvements indicated as needing further study. A funding study will be conducted to identify funding sources and ensure adequate financial resources to accomplish the planned improvements.

C 2.4: Transportation Fee Ordinance. Require new developments to pay their proportionate share of the costs for planned on and off site roadway improvements. Utilize a Transportation Fee Ordinance to finance necessary improvements equitably.

It is clear that future development in San Mateo will cause added burden on the transportation system. The revenue generated by a traffic impact fee will offset the cost of roadway improvements which are needed as a result of this development. San Mateo has adopted an Impact Fee Ordinance which establishes a per unit fee amount on new commercial and residential development. This fee structure and amount is derived from the Land Use Plan and the related road improvements needed to achieve an "acceptable" Level of Service established by the Plan. The fee reflects only the incremental increase in demand placed on the circulation system by new development projects and is not imposed retroactively on existing land uses.

The revenues derived from the fee offset only a small portion of the total costs of roadway improvements, and will be used primarily to pay for the less substantial mitigations. To make up the deficit, a development project may be required to pay the full cost of off-site traffic improvements through the environmental assessment process, in addition to paying the impact fee, with a possible provision for reimbursement by the City.

C 2.5: Traffic Studies. Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

The traffic model does not identify all site specific impacts. To ensure that adequate traffic capacity is maintained and project related impacts are identified a traffic impact study is required of all public and private development projects for which an environmental assessment is prepared and where there is the potential for traffic impact. This study should include a traffic flow analysis to determine trip generation

and the distribution and assignment of traffic resulting from the proposed project. A development project may be denied or the project may be required to be revised based on the degree of traffic impacts created relative to the acceptable Level of Service established by Policy C-2.1, resultant circulation hazards, or other substantial impacts on the circulation system.

C 2.6: Prioritization and Timing of Roadway Improvements. Roadway improvements shall be periodically prioritized to be correlated with the distribution and pace of development, and to reflect the degree of need for mitigation.

C 2.7: Exceeding the Acceptable Level of Service. In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic, if:

- a. the acceptable Level of Service of any intersection is exceeded by V/C 0.02 or more, and
- b. the project generated traffic increases the V/C by 0.02 or more,
- c. the needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

The cost of the off-site improvements may be reimbursed by the City if a reimbursement program is established throughout the timeframe of the Traffic Mitigation Report or at the time when the improvement was initially scheduled.

Roadway improvements will be prioritized by the City Public Works and Community Development Departments and phased over the timeframe of the General Plan based on the degree of need and availability of funds. It is intended that the Traffic Mitigation Report be periodically reviewed and updated to reflect changes in growth projections and traffic conditions.

Situations may arise where the traffic of a proposed development project would result in an intersection Level of Service in excess of what is determined to be acceptable, and the improvement of the intersection is not scheduled for years to come. If the impact is substantial (i.e., V/C 0.02 above the acceptable Level of Service), the City may require the development project to wait until the roadway improvements are made or require the developer to pay the cost of needed off-site improvements with a provision for City reimbursement throughout the timeframe of the Plan or at the time when the improvement was initially scheduled.

C 2.8: Traffic Signal Installation. A development project may be required to fund signalization of off-site unsignalized intersections if warranted as a result of project generated traffic. In addition, existing conditions may warrant signalization of unsignalized intersections. A warrant analysis to determine the need for signalization shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools.

The installation of properly located traffic signals will provide for the orderly movement of traffic, increase the capacity of the intersection, reduce frequency of accidents, can allow for continuous movement along a given route, and permit minor street traffic to enter and cross major streets in a safe and continuous manner. Improper or unwarranted signal installation may cause excessive delay, increased accident frequency, circuitous travel along alternate routes and disobedience of signal indications.

The need for traffic signals will be measured by acceptable traffic engineering standards, such as the State of California Department (Caltrans) *Traffic Manual*. Where appropriate traffic signal warrants are met, the City may require installation of a traffic signal after consideration of impacts on surrounding land uses and the need for coordination with other existing and planned intersection improvements.

C 2.9: Dedication of Needed Right-of-Way For Roadway Improvements. Require dedication of needed rights-of-way for roadway improvements shown in Appendix D, which are deficient in land area. Dedication shall be required where the development project contributes to the need for the roadway improvement and where the cost of dedication is not so disproportionate to the size of the project or traffic generated to make it unreasonable.

In some cases, adequate public right-of-way is not available to accomplish necessary roadway improvements. The City will need to purchase right-of-way or require its dedication as a condition of development project approval. Dedication is required where a development project creates the need for the roadway improvement and where the required mitigation is reasonable (i.e., where the severance impact on the property is not excessive to the degree that it is greater than the benefit to the street system).

C 2.10: Transportation Systems Management. Participate in the Intercity TSM Authority. Encourage TSM measures, including but not limited to car/van pooling and staggered work hours, as a condition of approval for development projects which are anticipated to cause substantial traffic impacts.

Because opportunities for physical improvements of the roadway network are generally limited, the City can not rely solely on this form of traffic mitigation to solve congestion problems. To minimize traffic congestion citywide, a comprehensive program which involves planning of future development, transit service, Transportation Systems Management, and physical roadway improvements is needed. In cases where it is impractical or prohibitively expensive to increase the physical capacity of the street, the demand on the transportation system must be reduced.

Transportation Systems Management (TSM) involves measures designed to change travel behavior so that the number of vehicles during peak traffic periods is reduced. TSM can include a variety of measures, including: Ridesharing, Work Pattern Changes, Transit and Bicycle Use, and Preferential Parking Controls.

It is the intent of the TSM program that, by 2000, 25% of all employees will participate in carpools, take transit, or utilize other alternatives to the single-occupant auto. Based on the experience of other cities, however, it is estimated that peak period trip reductions citywide are likely to be closer to 2% to 5%. On a smaller scale, TSM can have a more substantial benefit at the intersections adjacent to major employment centers.

C 2.11: Subregional Traffic Management Plan. The City of San Mateo shall participate with other cities in the County to undertake a subregional traffic management plan.

Following the passage of Proposition 111 in 1990, the City of San Mateo is participating with other cities in the County in the preparation of a Congestion Management Program. The primary intent of this program is to analyze the impacts of local land use policies on the regional transportation system



TRANSIT

BACKGROUND

Transit service is provided by the Peninsula Corridor Joint Powers Board (CalTrain) and the San Mateo County Transit District (SamTrans). Both extend service throughout San Mateo County and into adjoining San Francisco and Santa Clara Counties. ParaTransit services are provided by Rides for Bay Area Commuters, Inc., the Redi-Wheels Program of SamTrans, and private taxi companies.

Future congestion of San Mateo roadways will necessitate a fundamental shift away from automobile travel to transit services. This will especially be true for peak period commute travel as the region's highways become increasingly clogged by motorists. In 1988, transit played a minor role in the circulation system -- the rail service was substantially under-utilized and only about 1% of the County population took the bus. There are no alternatives to the road network for commuters to and from the East Bay.

Bus Service

Several SamTrans routes operate in San Mateo with major transfer points located at El Camino Real (SR 82) and Fourth Avenue in the northern portion of the City and El Camino Real (SR 82) and Hillsdale Boulevard in the southern portion (See Figure C-4). Express lines operate daily into San Francisco during the morning and return in the evening. Most of the local routes are located in the midsection of town, extending in a north/south direction on major arterials such as El Camino Real (SR 82), Alameda de las Pulgas, and Norfolk Street. Service is also provided on Hillsdale Boulevard, Highway 92, Parrott Drive and Polhemus Road to the outlying east/west regions.

Rail Service

CalTrain is commuter-oriented, with 68% of ridership occurring during the peak morning and evening periods. Overall, in 1996, approximately 22,800 daily commuters used the train, which is below the estimated overall capacity of 32,375 passengers. In San Mateo, during that same year, approximately 7,800 daily commuters used the train.

GOALS AND POLICIES

GOAL 3: Support the provision of public transit services adequate to provide a viable alternative to automobile travel for all citizens and to provide a convenient means of transportation to the "transit dependent" population.

POLICIES:

C 3.1: Increase Bus Ridership. Strongly promote increased bus ridership and improved accessibility to bus transit by encouraging SamTrans to implement the following bus service improvements:

- a. Evaluate the need to provide service in areas exceeding 1/4 mile from local routes and designated bus stops, as shown on Figure C-4.
- b. Expand nighttime bus service beyond El Camino Real (SR 82) and San Mateo Drive. Evaluate the need to provide nighttime east/west feeder routes and a north/south route east of US 101, possibly on Norfolk Street.
- c. Extend bus service to CalTrain stations during non-commute peak periods to provide flexibility in the work schedules of transit dependent commuters.
- d. Evaluate the need for improved bus service in high concentration employment centers, including: Downtown, Mariner's Island, Peninsula Office Park, and Crossroads, among others as shown in the Land Use Element, Figure LU-3. Evaluate the need to improve bus service to the College of San Mateo, between schools and recreation facilities, and to special events.
- e. Promote increased usage of the Park-N-Ride lot at the US 101 and SR 92 Interchange.
- f. Promote increased bus ridership through an expanded Public Information Program such as at train stations, public institutions, and through TSM.

Approximately 80% of the City's area is within a quarter mile of bus routes; however, there is substantially less accessibility to designated bus stops. It is SamTrans' policy to restrict passenger boarding and alighting to designated bus stops.

Bus service limitations are also in scheduling. Local and express service is generally provided up until 6 p.m., resulting in a lack of nighttime bus service for most of the City. Late night service occurs only on El Camino Real (SR 82) and San Mateo Drive. Bus service to the train stations is limited to standard commuter times, allowing little schedule flexibility in bus/train transfer.

SamTrans operates express bus service at the US 101/SR 92 Park-n-Ride lot which was developed in 1987. The lot, which is substantially underutilized, contains approximately 150 parking stalls, with an expansion potential of 150 more stalls.

SamTrans' marketing and promotional effort has included: a school outreach program, market studies for employee complexes, expansion of signage, targeted promotions for special events such as the County Fair, 3Com Park games, media usage, and efforts to increase employer purchase centers for passes, among other activities. It is intended that the City work closely with SamTrans to achieve an optimal level of bus service in San Mateo and to ensure that adequate transit information is made available to the community.

C 3.2: CalTrain. Continue the City's strong support of CalTrain as an essential element of the overall circulation system on the Peninsula and in the City. Support the following rail service improvements:

- a. A Joint Powers Board to locally manage and oversee improvement plans for CalTrain.
- b. Increased service during non-commute periods and increase system capacity.

- c. Development of a Downtown San Francisco terminal within the vicinity of the Transbay Terminal or Financial District to improve commute service and linkage to other regional transit systems.
- d. Expenditure of Measure A (1/2-cent sales tax) funds and other available funds for grade crossing improvements, particularly at the Tilton, Monte Diablo, Poplar, Santa Inez, and 25th Avenue crossings.
- e. Caltrain Shuttle Bus Program.

The importance of CalTrain is evident in light of the projected traffic increases and limited expansion potential of US 101, the major north/south transportation corridor that parallels the rail line on the Peninsula.

Increased CalTrain ridership is limited by a number of factors: the lack of a convenient downtown terminal in San Francisco, insufficient parking at train stations, limited bus/train transfer, and schedule limitations, including the number of daily trains and the times of operation.

A Joint Powers Board (JPB) between the local transit operators and San Francisco, San Mateo and Santa Clara Counties has been formed to facilitate coordinated transit management, public acquisition of the railroad right-of-way which was owned by Southern Pacific Transportation Company, and transition of CalTrain to a transit system capable of providing frequent service, comparable to BART. Public acquisition of the railroad right-of-way operations corridor was completed on December 27, 1991. Transfer of individual train station site ownership is presently being pursued by the JPB.

C 3.3: Downtown Station. In conjunction with the transit agency, relocate the Downtown Station and upgrade the commuter parking facility north of First Avenue (west side of the tracks) so that downtown traffic obstruction at railroad crossings is reduced. Design of station improvements and other adjacent improvements should consider the possible future undergrounding of the line and should include the following:

- a. Consolidate SamTrans bus lines to a central downtown transit, bus and train station.
- b. Improve pedestrian access east of the tracks.
- c. Consider a mixed use development on the CalTrans site between First Avenue and San Mateo Creek to include possible air rights development, additional city parking, ground floor retail along First Avenue and B Street, and enhancement of San Mateo Creek.
- d. Provide a vehicle and pedestrian access way to B Street between San Mateo Creek and First Avenue to improve access from the commuter parking lot and train station to the downtown retail core.

There are four CalTrain stations in San Mateo: Downtown, Hayward Park, Bay Meadows and Hillsdale. Surveys in 1988 of San Mateo passengers show that the majority of passengers drive alone to the stations and park their cars, and that very few passengers take the bus to the stations.

Improvement of San Mateo train stations is considered a key element in increasing local transit usage. This should include parking lot expansion and improved bus access.

The Downtown Station is presently sited within the City-owned parking garage between Second and Third avenues. Parking for the station is provided on the State-owned commuter lot located to the north of First Avenue and containing approximately 175 stalls.

In 1994 the City of San Mateo received a \$6.06 million federal Intermodal Surface Transportation Efficiency Act (ISTEA) grant for relocation of the downtown train station to the commuter lot north of First Avenue and construction of a new intermodal transit center. A conceptual design plan was adopted by the City Council and environmental assessment completed. Construction is anticipated to begin in 1997/98.

It is the intent of the General Plan to develop the Downtown Station into a major transit center and achieve a vibrant pedestrian, cultural, and retail environment in the station vicinity. The Downtown Specific Plan also sets forth standards for station design as indicated above.

C 3.4: Hayward Park Station. In conjunction with the transit agency, relocate the Hayward Park station and commuter parking facility south to Concar Drive on the east and west side of the tracks. Utilize the unimproved city right-of-way between 17th Avenue and Leslie Street and recently acquired property in this area to accommodate improved station access and additional commuter parking needs. Increase the frequency of stops consistent with the Downtown and Hillsdale Stations.

The Hayward Park Station is located on the west side of the railroad tracks at 16th Avenue. Parking for commuters is limited to a City-owned lot which contains 22 stalls and nearby curbside parking.

Upon transfer of this site from CalTrans, the JPB will relocate the Hayward Park Station to an alternate site to the south to improve station access and parking supply. The parcel purchased is on the east side of the tracks and could accommodate between 250 and 350 surface parking spaces. Good local access is provided via Concar Drive and regional access from SR 92. Fifty additional parking spaces are proposed on the west side of the tracks between Leslie Street and the SR 92 overpass.

It is intended that the Hayward Park Station become the major San Mateo station for commuters who need to drive to the train and park their cars. The improvement of the Hayward Park Station will especially be important if the expansion of the Hillsdale Station to the south proves to be infeasible. Parking at the Hillsdale Station has been at capacity for nearly a decade.

C 3.5: Hillsdale Station. In conjunction with the transit agency, attempt to relocate the Hillsdale Station northward to 31st Avenue to combine the Bay Meadows Racetrack stop, allow parking lot expansion, improve circulation and access, and facilitate direct on-site bus/train transfer. If infeasible, improve the existing facility to include parking lot upgrade, aesthetic improvements, bus pullout areas on El Camino Real (SR 82) and Delaware Street (when extended to Pacific), and possible air rights development of a parking garage on the northern abutting parcel (privately owned).

The Hillsdale Station is the most heavily used station in San Mateo and provides transit access to several major destination points: Hillsdale Shopping Mall, Bay Meadows Racetrack, and the San Mateo County Fairgrounds. It is located on the west side of the tracks at Hillsdale Boulevard. Two commuter parking lots are available, totaling approximately 200 parking stalls.

The existing location of the station provides limited parking and difficult access due to the size of the lots and the traffic lane configuration between Hillsdale Boulevard and the El Camino Real (SR 82) ramps.

CalTrans is planning some minor platform improvements and possible expansion of parking supply to the north of the existing site through site purchase or air rights lease. This would provide easier bus access, including an on-site transfer facility, bus pullout area on Delaware Street, and nearby bus layover area.

- C 3.6: New Track Crossing.** Study the need and feasibility of a new grade separated track crossing between Ninth Avenue and 25th Avenue.

Because CalTrain is predominantly at-grade, local circulation is impeded where crossings do not exist and during times when crossing gates are closed.

The majority of track crossings exist in the northern section of the City and in the Downtown. Only four crossings, SR 92, Hillsdale Boulevard, 25th Avenue and Laurie Meadows Drive/42nd Avenue are located south of Ninth Avenue to the Belmont border -- a length of approximately three miles.

An additional grade separated crossing between Ninth Avenue and 25th Avenue would improve access from the west side of the tracks to the relocated Hayward Park Station, could improve emergency response time in the area, and would improve circulation to the commercial center on Concar Drive. An additional crossing is especially desirable given the anticipated traffic congestion on SR 92, the only existing east/west route in the area.

- C 3.7: Grade Separation of Rail Line.** Promote study of future grade separation of the rail line to improve local surface circulation at track crossings. Discourage elevating the rail line unless there is no feasible alternative.

- C 3.8: Below Grade Rail Line.** Consider the need and feasibility of grade-separating the rail line in the downtown as substantial service expansion occurs.

Only seven of the total 18 rail crossings in San Mateo are grade-separated, four of which are in need of improvement due to disrepair and inadequate vertical clearance. These include the Poplar, Tilton, Monte Diablo and Santa Inez bridges.

Problems for downtown circulation have resulted from the at-grade system. During boarding times, the train causes a backup on nearby streets (First through Fifth avenues). Grade separation of the rail line would allow unobstructed street circulation, but is an expensive solution to the problem. The proposed relocation of the station north of First Avenue will reduce this problem. While the station relocation will keep the tracks at surface level, the project will be designed to allow for future undergrounding of the rail.

Long-range circulation planning will continue to include consideration of the need and feasibility of developing a grade-separated rail line in San Mateo. However, a Railroad Corridor Study completed in 1994 indicated that the cost of grade separating the rail line in San Mateo would cost in excess of \$180 million, which exceeds the City's ability to fund. Elevating the system is strongly discouraged and is not being actively pursued due to visual and noise impacts that would result.



BICYCLE AND PEDESTRIAN

BACKGROUND

San Mateo Bikeways System

Bicycling has steadily been gaining in popularity in recent years as a recreational activity and an alternate means of transportation. San Mateo is well suited for bicycling due to its pleasant climate, relatively flat terrain, close spatial distribution of services, and varied scenic amenities. The City and County are responsible for planning, constructing, and maintaining the bikeways system.

The Bikeways System is shown on Figure C-5. The system generally provides good access to the more important bicycle destination areas. This includes access within a few blocks of all schools, parks, and train stations, and direct access to the three high schools and the College of San Mateo.

The proposed bikeway improvements shown on Figure C-5 constitute recommendations for improvements to the existing system. The actual design and type of these type of facilities may be altered due to physical constraints identified in the field. Priorities for improvements are indicated in policy C4.1: Bikeways System, which also calls for coordination with the Countywide bikeways system.

A major inadequacy with the system is the high reliance on bicycle routes on major streets to provide critical linkages. Bike routes consist merely of signs which guide the cyclist and caution the motorist that there is a higher likelihood of bicycles being present. Bicycle lanes and paths provide semi-exclusive and fully exclusive "right-of-way" to the cyclist. Lanes and paths are safer and more enjoyable to cyclists, but their development is more costly and difficult due to the extra space needed.

San Mateo Pedestrian System

Ideally, services such as jobs, schools, shopping and recreation facilities are within walking distance of where people in the community live. Generally, San Mateo has a good distribution of these services relative to residential neighborhoods. The distribution of retail centers includes ten neighborhood shopping areas, two regional centers, the Central Business District and the El Camino Real (SR 82) commercial strip. Sixty-five percent of all San Mateo households are within walking distance of at least one of these retail centers.

Households east of the Bayshore Freeway have the best pedestrian access to recreation facilities. Households in the northwest and southwest portions of the City have the poorest pedestrian access to these facilities. It is the intent of the City to improve pedestrian accessibility to recreation facilities in neighborhoods where it is most limited. (See the Open Space, Conservation, and Recreation Element for discussion of the parks distribution).

GOALS AND POLICIES

GOAL 4: Develop and maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.

POLICIES:

- C 4.1: Bikeways System.** Continue to develop and maintain a safe and logical bikeways system which is coordinated with the countywide system. Priority shall be given to the following system improvements:
- To improve east/west access, develop bike lanes at critical links along US 101 as interchange improvements are made. Critical links include the Peninsula Avenue, Third Avenue, Fashion Island Boulevard, and Hillsdale Boulevard crossings. Ensure that adequate connection is made from these links to the Shoreline Park and Marina Lagoon bike paths.
 - Include bicycle paths or lanes in the design of the Delaware Street and Saratoga Street roadway extensions to improve north/south access.
 - In cooperation with San Mateo County and the Town of Hillsborough, develop a bike lane along Crystal Springs Road to provide safe access to the Sawyer Camp Trail at Crystal Springs Reservoir.
 - Evaluate general linkage improvements needed to major office parks, the train stations, schools, and Sugarloaf Mountain. Where feasible, provide bike lanes to these destinations.

Physical barriers such as US 101 and the SPRR impede circulation on the bikeways system in some areas. General linkage improvements are needed to some schools, major office parks, and recreational areas, such as Sugarloaf Mountain, Crystal Springs Reservoir, and Shoreline Park.

East/west access over US 101 is limited and considered potentially dangerous in areas due to high speeds and volumes of traffic, necessary ramp crossings, and minimal area for exclusive bicycle/pedestrian travel. Critical links include the Peninsula Avenue, Third Avenue and Hillsdale Boulevard crossings.

North/south bikeways access in the Hillsdale area, east of El Camino Real (SR 82), is lacking. Future roadway extensions of Delaware Street and Saratoga Street will become critical links of the Bikeways System.

- C 4.2: Bicycle Facilities On Transit.** Encourage bicycle transport on CalTrain and SamTrans (especially to the College of San Mateo). Provide an adequate supply of bicycle lockers at the CalTrain stations.

SamTrans and CalTrain provide limited facilities for the transport of bicycles. Bicycle racks on buses would encourage more bicycle use between the hilly and lowlands areas. A 1988 study by CalTrans demonstrated that demand exists for bicycle access on the trains

- C 4.3: Dedication of Needed Right-of-Way For Bikeways.** Require dedication of necessary rights-of-way for bike lanes and paths shown on Figure C-5, which are deficient in land area. Dedication shall be required where the development project contributes to the need for the bikeways improvement and where the cost of dedication is not so disproportionate to the size of the project to make it unreasonable.

In some cases, adequate right-of-way is not available to accomplish intended bikeways improvements. The City will need to purchase right-of-way or require its dedication as a condition of development project approval. Dedication is required where a development project creates the need for the bikeways improvement and where the mitigation is reasonable (i.e., where the severance impact on the property is not excessive to the degree that it is greater than the benefit to the bikeways system).

- C 4.4: Pedestrian Circulation.** Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use.
- C 4.5: Wheelchair Access.** Establish a program to assess the need to improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed.
- C 4.6: Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.

It is the City's policy to require the installation of curb, gutter, sidewalk and wheelchair curb ramps as a condition of project approval for all applicable development proposals. With the exception of areas within the San Mateo Park neighborhood and isolated cases throughout the community, sidewalks are provided citywide. Wheelchair access, however, is restricted in many areas due to the past placement of utility poles, street lights, signs, and street landscaping within the sidewalk area. All public projects are designed to be wheelchair accessible, and requests from the public to install wheelchair ramps at specific locations are responded to by the City, where feasible.



PARKING

BACKGROUND

Parking is a community-wide concern ranking equal to circulation. The need to provide adequate parking is essential for the City's continued economic growth and stability, and to avoid adverse effects of development.

GOALS AND POLICIES

- GOAL 5:** Provide an adequate parking supply for new development.

POLICIES:

- C 5.1: Parking Standards.**
 - a. Adopt parking requirements to provide adequate parking supply as a condition of development approval.

- b. Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

It is important that each new development project provides adequate parking. San Mateo is heavily dependent on automobiles and on-street spaces are at a premium in many neighborhoods. Parking is generally judged to be adequate if it meets or exceeds the City's requirements and does not generate demand for the limited supply of on-street spaces.

City parking requirements need to be periodically reviewed and new standards developed due to changes in the size and number of automobiles and development or enhancement of alternative travel modes. Parking spaces, especially structured spaces, are expensive to construct and can be the most critical determinant in a development's feasibility. This is especially true for the upgrade or changed use of older projects where adequate parking according to current standards is not available. It is the intent of these policies that a balance be achieved between parking need and the affect on the feasibility of new development.

C 5.2: Downtown Central Parking Improvement District (CPID). Seek new parking garage sites for public acquisition within the CPID adequate to accommodate the parking needs of new development. Allow in-lieu parking fees within the CPID as a substitute for providing required non-residential parking on-site.

The provision of adequate parking is critical in the Downtown. Downtown is a thriving older area which is dependent on public parking facilities such as on-street spaces and parking garages. A special district, the Central Parking Improvement District (CPID), was established in 1969 to administer and finance parking provisions in the central area.

Allowing new developments to contribute to the CPID as a substitute for providing on-site parking spaces generates needed funds for land purchase and construction of new public parking facilities, and allows more opportunity for the design of new development projects to be compatible with the urban design of the Downtown. Projected growth in the Downtown will increase parking demand. To meet this demand, additional structured facilities are needed.

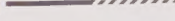
Street Classifications

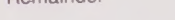
FIGURE C-1

Existing Proposed

FREEWAY 

ARTERIAL 

COLLECTOR 

LOCAL STREET  Remainder



GENERAL PLAN
CIRCULATION
ELEMENT

CITY OF SAN MATEO

0 300 600 1200

NORTH

Existing Traffic Conditions

1990 PM PEAK PERIOD
LEVELS OF SERVICE

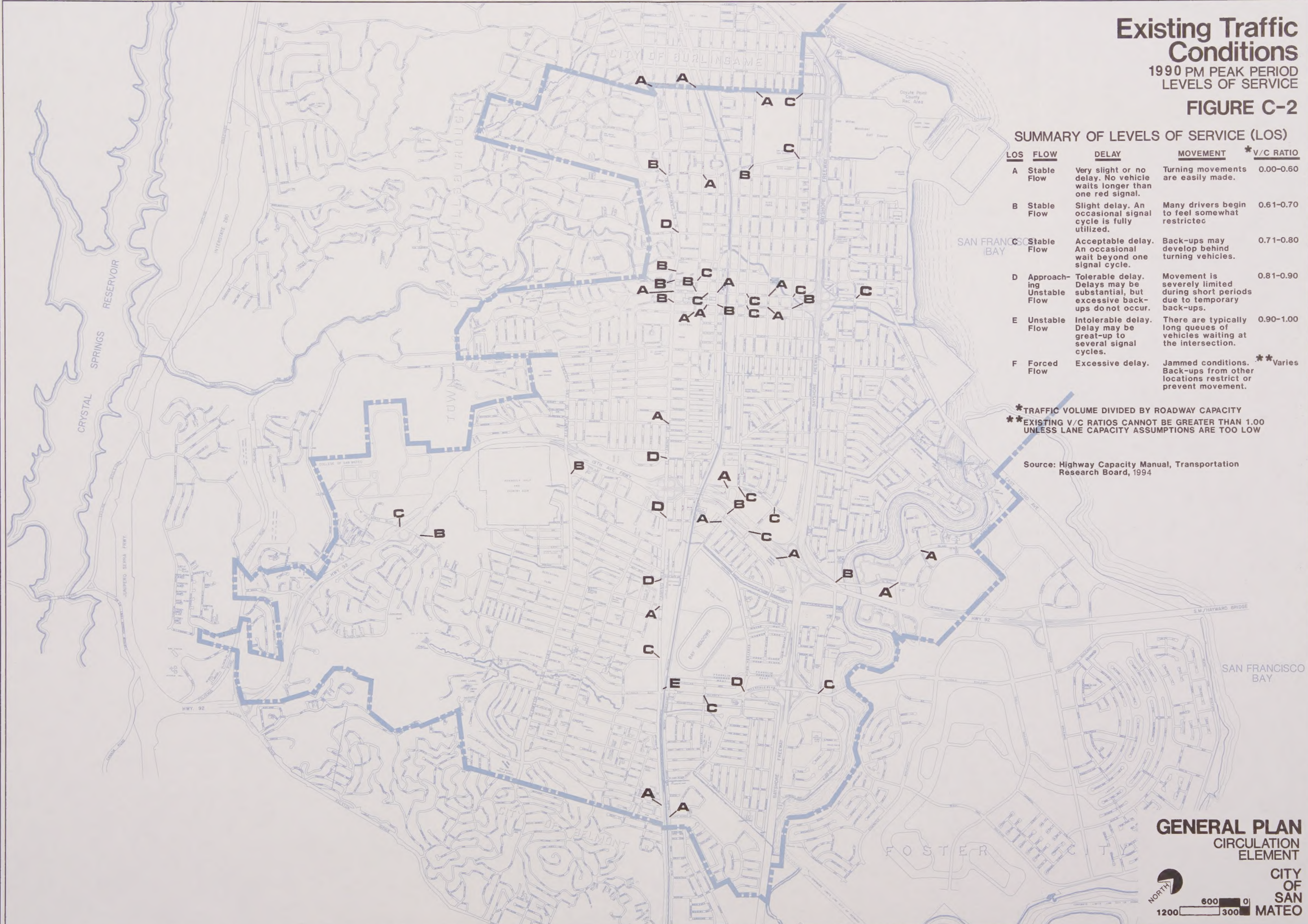
FIGURE C-2

SUMMARY OF LEVELS OF SERVICE (LOS)

LOS	FLOW	DELAY	MOVEMENT	*V/C RATIO
A	Stable Flow	Very slight or no delay. No vehicle waits longer than one red signal.	Turning movements are easily made.	0.00-0.60
B	Stable Flow	Slight delay. An occasional signal cycle is fully utilized.	Many drivers begin to feel somewhat restricted.	0.61-0.70
C	Stable Flow	Acceptable delay. An occasional wait beyond one signal cycle.	Back-ups may develop behind turning vehicles.	0.71-0.80
D	Approaching Unstable Flow	Tolerable delay. Delays may be substantial, but excessive back-ups do not occur.	Movement is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable Flow	Intolerable delay. Delay may be great-up to several signal cycles.	There are typically long queues of vehicles waiting at the intersection.	0.90-1.00
F	Forced Flow	Excessive delay.	Jammed conditions. Back-ups from other locations restrict or prevent movement.	**Varies

*TRAFFIC VOLUME DIVIDED BY ROADWAY CAPACITY
 **EXISTING V/C RATIOS CANNOT BE GREATER THAN 1.00 UNLESS LANE CAPACITY ASSUMPTIONS ARE TOO LOW

Source: Highway Capacity Manual, Transportation Research Board, 1994



Future Traffic Conditions

2010PM PEAK PERIOD
LEVELS OF SERVICE*

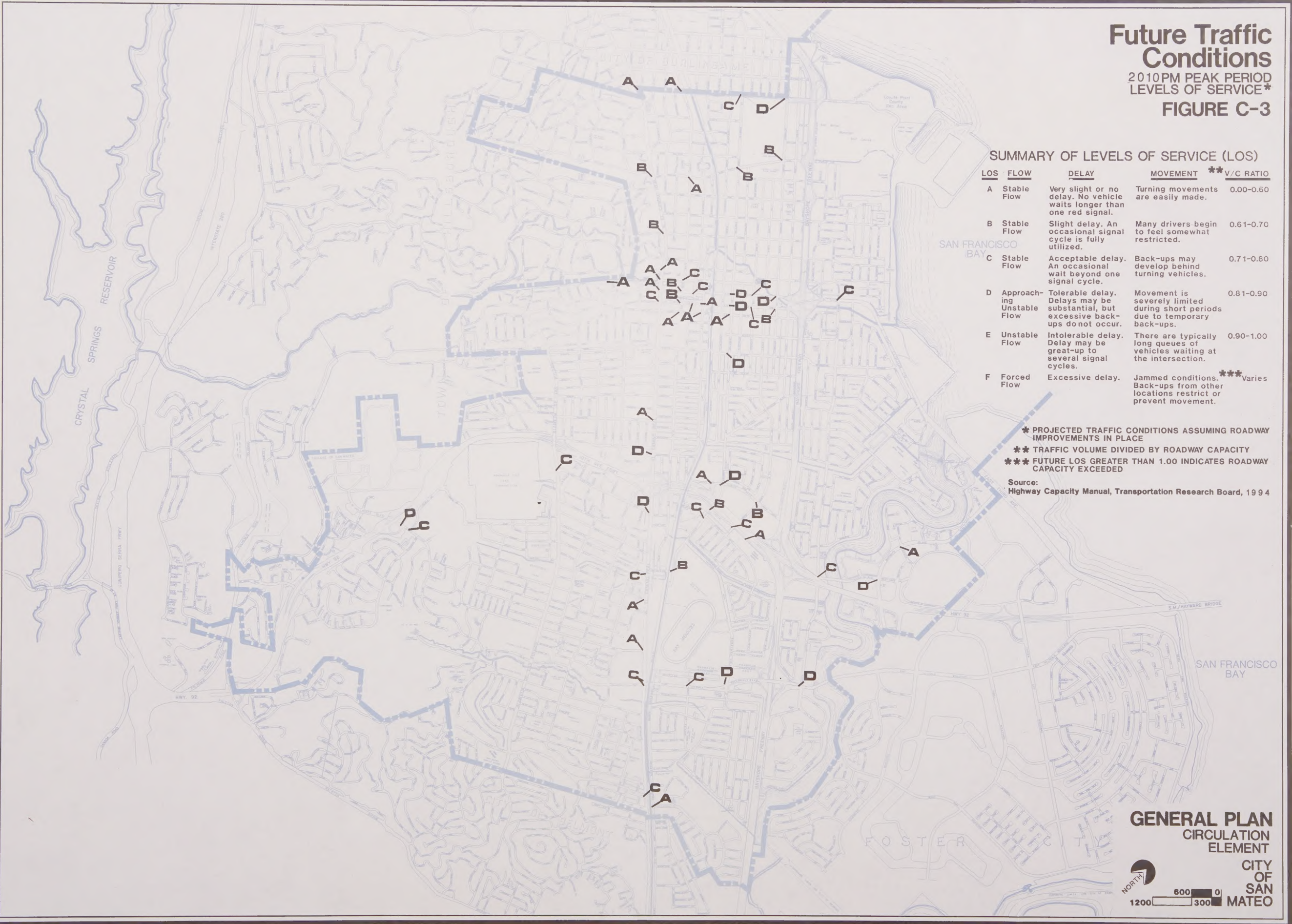
FIGURE C-3

SUMMARY OF LEVELS OF SERVICE (LOS)

LOS	FLOW	DELAY	MOVEMENT	V/C RATIO
A	Stable Flow	Very slight or no delay. No vehicle waits longer than one red signal.	Turning movements are easily made.	0.00-0.60
B	Stable Flow	Slight delay. An occasional signal cycle is fully utilized.	Many drivers begin to feel somewhat restricted.	0.61-0.70
C	Stable Flow	Acceptable delay. An occasional wait beyond one signal cycle.	Back-ups may develop behind turning vehicles.	0.71-0.80
D	Approaching Unstable Flow	Tolerable delay. Delays may be substantial, but excessive back-ups do not occur.	Movement is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable Flow	Intolerable delay. Delay may be great-up to several signal cycles.	There are typically long queues of vehicles waiting at the intersection.	0.90-1.00
F	Forced Flow	Excessive delay.	Jammed conditions. Back-ups from other locations restrict or prevent movement.	***Varies

- * PROJECTED TRAFFIC CONDITIONS ASSUMING ROADWAY IMPROVEMENTS IN PLACE
- ** TRAFFIC VOLUME DIVIDED BY ROADWAY CAPACITY
- *** FUTURE LOS GREATER THAN 1.00 INDICATES ROADWAY CAPACITY EXCEEDED

Source: Highway Capacity Manual, Transportation Research Board, 1994

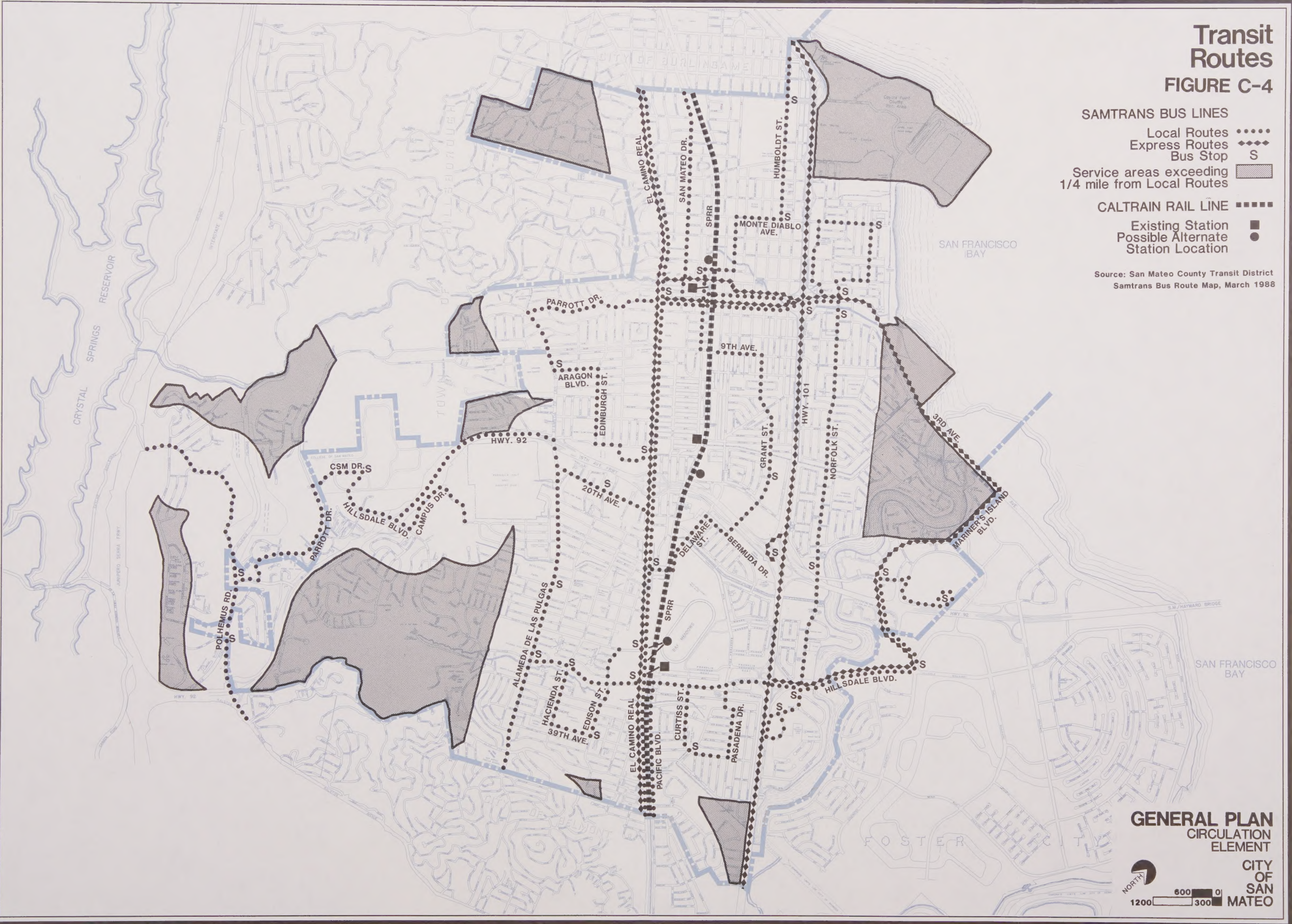


Transit Routes

FIGURE C-4

- SAMTRANS BUS LINES
- Local Routes S
 - Express Routes - - - - -
 - Bus Stop S
 - Service areas exceeding 1/4 mile from Local Routes [shaded area]
- CALTRAIN RAIL LINE - - - - -
- Existing Station [square symbol]
 - Possible Alternate Station Location [circle symbol]

Source: San Mateo County Transit District
Samtrans Bus Route Map, March 1988



GENERAL PLAN
CIRCULATION
ELEMENT

CITY
OF
SAN
MATEO

Bikeways System

FIGURE C-5

Existing	Proposed
Class I Bicycle Path	
Class II Bicycle Lane	■■■■■
Class III Bicycle Route	
Public Bicycle Lockers	●



GENERAL PLAN
CIRCULATION
ELEMENT
CITY
OF
SAN
MATEO

North

0 300 600 1200

HOUSING



IV. Housing

A. INTRODUCTION

The Housing Element serves to identify significant problems and resources associated with the provision of housing in the City of San Mateo. It provides policy direction in meeting the housing needs of the City, both in terms of preservation of existing housing stock and in establishing priorities for new construction.

B. SAN MATEO'S HOUSING OBJECTIVES

Although San Mateo has many attributes, it is first and foremost a desirable residential community. The City's first major objective is to maintain the character and physical quality of existing residential neighborhoods. Neighborhoods should be protected from drastic changes in character, from the intrusion of excessive traffic and noise, from physical deterioration and from new development which is out of scale with the neighborhood.

The second major housing objective is to maintain a diversity of housing opportunities. There should be a variety of housing types and sizes, a mixture of rental and ownership housing, and a full range of housing costs. This variety of housing opportunities will accommodate a diverse population, leading to a variety of household sizes, all age groups and a wide range of income levels.

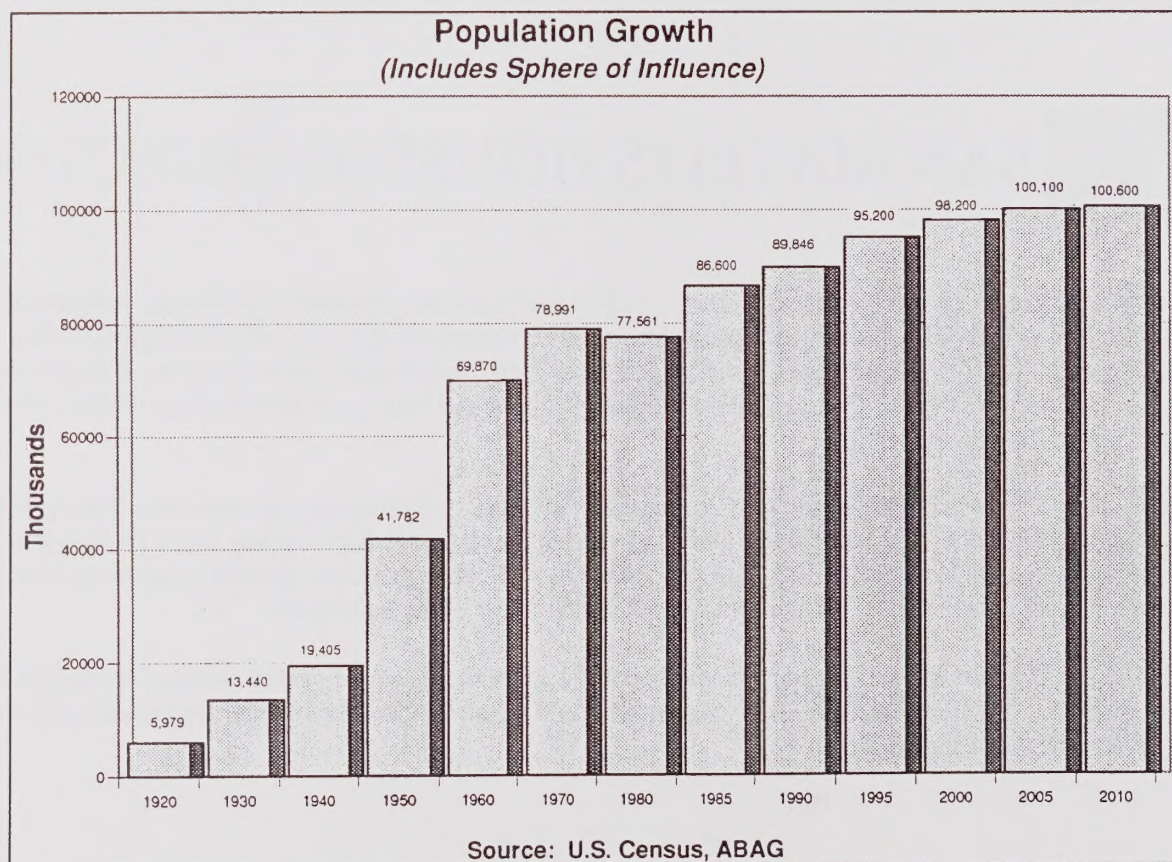
Third, San Mateo will need to increase its housing supply to meet the housing demand caused by future job growth. The types of new housing created should accommodate the income levels associated with new employment in the City.

C. BACKGROUND INFORMATION

San Mateo's housing conditions and needs are reflective of many regional and national trends. Changes in household characteristics, such as a higher divorce rate and the trend towards later marriages, have resulted in more single parent households and single person households. These changes, plus strong employment growth and a lack of available land, have created great housing demand and have caused housing prices to increase beyond the level of affordability of most households.

POPULATION, AGE AND ETHNIC CHARACTERISTICS

The City of San Mateo has gone from a period of strong population growth in the 1960's to a decline in population in the 1970's, and a return to increased growth in the 1980's and 1990's. Within the City, total population increased from 69,870 in 1960 to 78,991 in 1970 (a 13% growth rate), declined to 77,561 in 1980 (a 1.8% reduction), and increased to 85,790 in 1989 (a 9.7% increase). Including the unincorporated Highlands area, total population within the City's sphere of influence is estimated to be 95,200 in 1995. While San Mateo appears to be characteristic of maturing suburban communities on the peninsula that

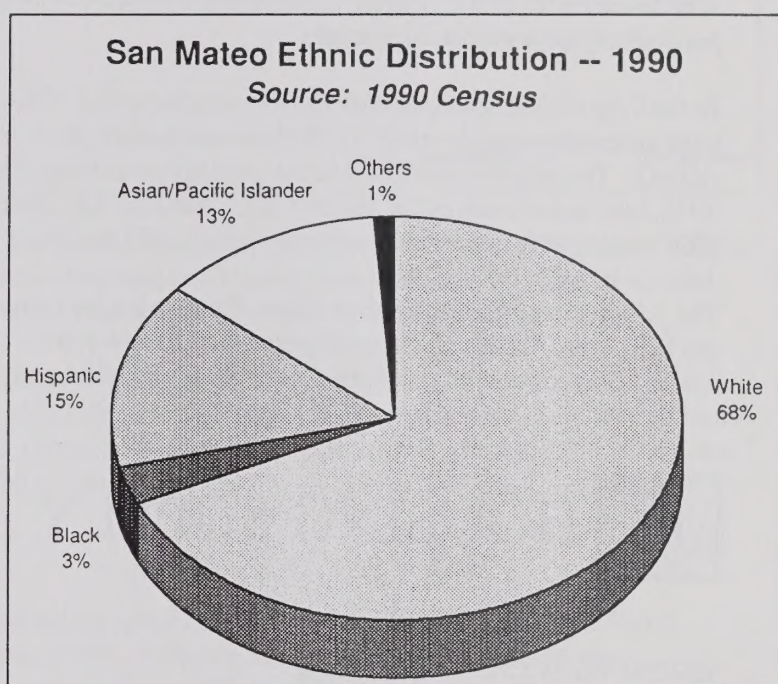


have depleted most of their available supply of vacant residential land, strong pro-housing policies by the City have encouraged population growth during the past decade.

The population of San Mateo is aging, with the distribution of residents shifting towards the older age categories. The percentage of senior citizens (65 years and older) increased from 10% to 16% of the population between 1970 and 1990. The percentage of young people (less than 18 years old) at the same time declined from 30% to 19% of the population.

The City's Consolidated Plan states that age groups with the most substantial increase in number since 1980 have been those under 5 years of age (39% increase), persons between 30 to 44 years (42% increase), and those over 65 years (22% increase). Age groups that experienced a decline in population were those between 5 to 17 years (10% decrease) and those in the 45 to 64 year age bracket (9% decline).

Increasing racial and ethnic integration has occurred since the 1960's, with the percentage of minorities increasing from 6% in 1960, 17% in 1980, and 32% in 1990. The most significant increases in the 1970's were in Asians and Pacific Islanders. 1990 census data indicates increases in both Hispanic (6% increase - 15% of total population) and Asian/Pacific Islanders (5% increase - 13% of total population) since 1980. Blacks make up 3% of the population (a 1% decrease since 1980), while Native American and other groups held constant at 1%.



HOUSEHOLDS

Drastic changes have occurred in household composition during the past three decades. Household size has declined from 3.2 to 2.36 persons per household from 1960 to 1990. However, the Association of Bay Area Governments (ABAG) estimates an increase to 2.43 persons per household in 1995. In 1990, there were 36,938 households in San Mateo, including the unincorporated sphere of influence. ABAG estimates 38,400 households in 1995.

INCOME

Typical incomes in San Mateo are higher than the rest of the Bay Area. In 1970 the mean household income was \$14,703. This nearly doubled to \$30,108 in 1980, and increased to \$58,934 in 1995.

Although San Mateo is considered an affluent community, the City has its share of low- and moderate-income households. The state and federal governments define "lower-income" households as those

earning less than 80% of the countywide median income level, and "moderate-income" as earning between 80% and 120% of the county median. These definitions are used to determine eligibility for housing subsidies and to measure the extent of housing affordability problems. In 1980, over one half of San Mateo's households were classified as low- and moderate-income. Thirty-three percent (10,859 households) were in the lower-income category, while 21% (7,067 households) were in the moderate-income category. In 1990, 27 percent (9,450 households) were considered to be in the lower income category, and an additional 26 percent (9,401 households) were in the moderate-income category.

EMPLOYMENT AND JOBS/HOUSING BALANCE

The level of employment in a community, and on a subregional level such as the San Francisco Peninsula, has a significant effect on housing demand. Although many factors affect the choice of housing location, it is desirable to have a balance between the number of jobs and the number of employed residents, particularly on a subregional level.

In the City of San Mateo and its sphere of influence in 1990, the jobs/housing ratio was nearly balanced, with an employment level of 56,350 jobs and a labor force of 50,608 employed residents, as indicated by ABAG. The policies contained in the general plan are projected to result in an increase of 8,460 jobs by 2010, and an increase in the resident labor force of 5,892 persons, which will slightly increase the jobs/employed resident balance from 1.11 in 1990 to 1.14 in 2010.

The jobs/housing balance of San Mateo County is also favorable when compared with other portions of the Bay Area. Although the anticipated 74,120 new jobs in the county by 2010 should exceed the 48,074 new employed residents, the jobs/housing ratio would increase from .90 to .98, remaining well balanced.

D. HOUSING SUPPLY AND NEEDS

HOUSING SUPPLY AND TYPE

The City of San Mateo's housing stock has been increasing, but at a declining rate since the 1960's due to the lack of vacant land. The number of housing units increased from 23,011 in 1960 to 29,363 in 1970 (a 28% increase), and to 34,240 in 1980 (a 17% increase). In 1995 there was an estimated 37,394 housing units (a 9% growth rate over 15 years).

San Mateo's housing stock has historically been dominated by single-family dwellings, but this is changing. Vacant land for new single-family development has become very limited, and redevelopment of sites for multi-family housing at higher densities has increased. The trend towards multi-family housing also reflects the declining size of households and the high costs of single-family homes. The proportion of single-family versus multi-family housing has decreased from 78% in 1960 to 52% today.

San Mateo changed from an owner-dominated housing market in the 1960's (two-thirds owner occupied) to a renter-dominated market in the 1970's due to increases in apartment construction. During the 1980's, condominium construction and the conversion of apartments to condominiums reversed this trend, and the current mix is 19,931 owner occupied units (53.3%) and 17,463 rental units (46.8%).

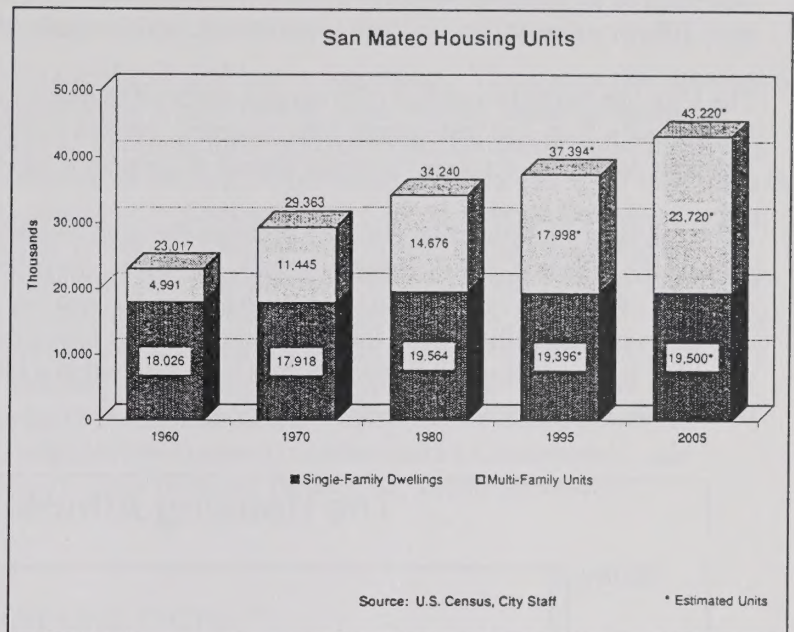
Vacancy rates provide a quantifiable measurement of housing supply and demand. A vacancy rate of 4.5% is defined by ABAG as a well balanced housing market, where those seeking housing have adequate choices and building owners have sufficient demand. San Mateo's vacancy rate averaged 4% during the 1980's, and was 4.3% as reported in the 1990 census.

HOUSING AFFORDABILITY

The most significant housing problem in San Mateo is the cost of housing. Property values inflated rapidly in the mid-1970's and again in the late 1980's. Inflation rates of 30% per year were not uncommon, resulting in homes escalating in value between \$300 to \$500 per day in 1989. From 1960 to 1990, property values rose by 1700%, with median prices increasing from \$19,500 to \$344,300. During this same period, household income increased only 500%, from \$8,150 to \$42,894 per year.

The difference in the inflation of home values and household income levels has resulted in a critical housing affordability gap. In 1989 only 17% of San Mateo households could afford to purchase the median priced home. Affordability increased somewhat in the early 1990's as interest rates declined and prices moderated.

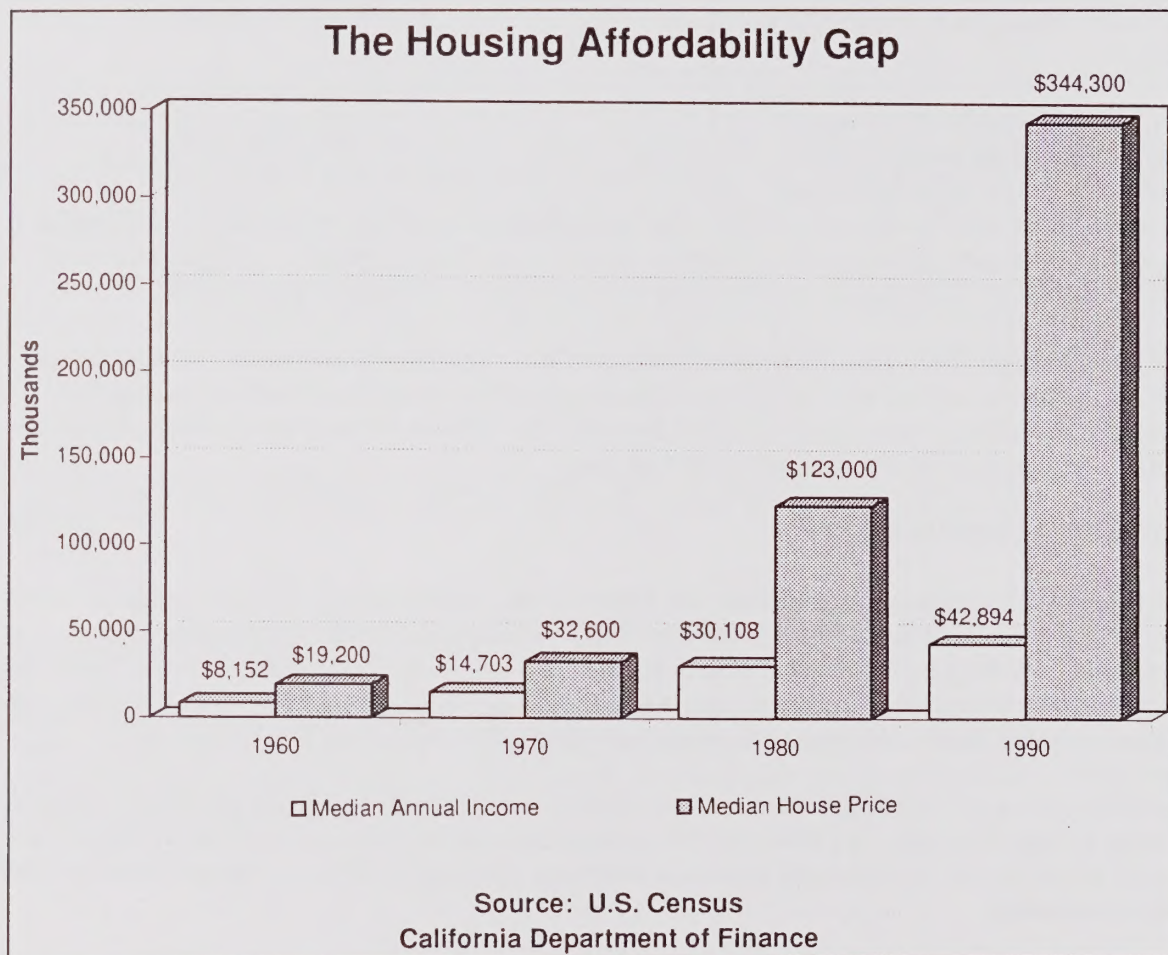
The lack of affordable housing has created particular problems for lower-income households, many of whom are renters, and has contributed to the number of homeless people in the City. A significant housing problem in San Mateo is the number of low-income, overpaying, renter households. In 1980, 5,972 low-income households paid 25% or more of their income towards rent. This constituted almost



one-third of all renter households in the City. Data from the 1990 census indicates that 4,720 households paid 30% or more of their income towards rent, which equals 28% of all renters.

The City has funded a number of programs intended to help low-income renters. These include shared homes and a first- and last-months rent program. Section 8, which is managed by the San Mateo County Housing Authority, remains the major source of long-term rental housing assistance.

Affordability of housing may not be a problem for most San Mateo homeowners who purchased housing prior to the dramatic rise in property values. However, the inflated housing prices has limited the mobility of homeowners in terms of housing upgrades, and has increased the number of homeowners who choose to substantially expand their current residences rather than move to larger dwellings. In some cases the large additions to existing homes have resulted in a marked difference in scale with surrounding residences, changing the character of the neighborhood.



HOUSING CONDITION

Deterioration of the housing stock is not a significant problem in San Mateo. There are a few subareas of the City, such as the Downtown and Central areas, where there is some concern about the quality of housing stock. The 1990 census indicated 417 housing units in substandard condition based largely on the type or lack of plumbing fixtures, a kitchen, or heating, representing less than 1% of the total units in the City. In 1993 a housing survey was conducted in Central, North Central, Central Business District, and North Shoreview neighborhoods which found 468 housing units in substandard condition and needing rehabilitation. A housing rehabilitation loan program (for both renters and owners) and minor home repair grant program for low-income households are administered or funded by the City to correct some of the deficiencies which might otherwise lead to housing blight. One thousand households have been assisted by these programs in the past decade. In addition, the City maintains an active code enforcement program to correct substandard housing and utilizes Franchise Tax Board notices to encourage compliance. The City (with neighborhood support) implemented a concentrated code enforcement program in the North Central, Central Business District, and North Shoreview neighborhoods.

RETENTION OF AFFORDABLE HOUSING UNITS

State law requires that each city provide analysis and programs for preserving existing affordable multi-family rental housing units which were developed with public subsidies. The analysis must address units which may potentially be converted to market-rate housing within a 10-year period from July, 1990 to July, 2000. The complete analysis is contained in Appendix J-2.

There are seven projects in San Mateo containing a total of 515 affordable housing units which were acquired or developed with federal, state or local subsidies (see Table H-1a). In exchange for the subsidies, the project developers agreed to retain rental rates affordable to lower income households for a specified number of years.

The potential loss of existing affordable housing units is an important issue to the City due to displacement of lower-income tenants and the limited alternative housing for such persons. It is typically less expensive to preserve the affordability of these units than to subsidize construction of new affordable units due to the inflation of land and construction costs which has occurred since the original development of the affordable housing projects.

The only assisted multi-family rental development which could potentially lose affordable units by the year 2000 is Edgewater Isle Senior Apartments. Completed in 1986, this 92-unit rental development is occupied exclusively by very low- and low-income seniors. The development was recipient of loans from the San Mateo Redevelopment Agency and the California Housing Finance Agency, and is also subject to State Redevelopment law regarding provision of affordable units. The loan agreement between the owner and the Redevelopment Agency requires that 25 of the units be rented only to seniors of very low-income, and the remaining 67 units must be rented to low-income seniors. However, these affordability restrictions terminate when the loan is paid off by the year 2000, or earlier if the owner chooses to prepay the loan.

Two other restrictions on the Edgewater Isle project will ensure that some affordability remains. The loan agreement between the owner and the California Home Finance Agency (CHFA) stipulates that at least 20% of the units (19 units) must remain affordable to low-income residents. This agreement does not terminate until 2018, although the loan allows for prepayment upon CHFA approval. State Redevelopment law requires that 25 units be affordable to very low-income persons, and that 37 be affordable to moderate-income families.

Table H-16 shows required affordable units at Edgewater Isle. There is a real possibility that 67 low-income units could be converted to moderate and market rates in the next ten years.

TABLE H-16
REQUIRED AFFORDABLE UNITS

	Very-Low	Low	Moderate	Market
Existing	25	67		
Year 2000* (Termination of Loan Agreement)	25		37	30
Year 2011 (Termination of Redevelopment Agency Restrictions)		19		73
Year 2018 (Termination of CHFA Restrictions)				92

* Earlier if loan repaid before that date.

The owner of the Edgewater Isle Senior Apartments reports that the project's viability as an affordable development is enhanced by Section 8 certificates and vouchers held by many (number varies annually) of the 92 households in the complex. To some extent, the revenues provided by the Section 8 rents compensate for the lower rents generated by the units that are not leased by households who receive Section 8 assistance. The owner indicates that there is not a substantial financial incentive to terminate the affordability of Edgewater Isle units immediately due to the costs of repaying the City loan and refinancing the CHFA loan.

Since the Redevelopment Agency agreement with Edgewater Isle, Ltd. requires repayment of the Redevelopment Agency loan by the year 2000, the owner most likely will convert at last 67 low-income units to moderate and market rates. As discussed in the program section, the City of San Mateo will look at alternatives to maintain permanent affordability on a more permanent basis.

OVERCROWDING

Overcrowding is a situation where the number of residents exceeds the number of rooms (excluding bathrooms and closets) in a dwelling unit. The 1980 census noted 1,215 households in San Mateo suffering from overcrowded housing conditions, 3.6% of the total. While not a significant problem in 1980, the extent of overcrowding increased to 2,357 households, or 7%, in 1990 due to the continued escalation of housing costs beyond the means of low-income households, forcing some families to "double up" to defray costs or to move into smaller units than they need.

TABLE H-1
SPECIAL HOUSING NEEDS: HISTORICAL AND PROJECTED

	1970	1980	1990	2010
Total Population ^a	78,991*	82,100*	89,846	100,600
Total Households	28,678*	34,240*	36,938	41,250
Female Head of Household	2,261*	2,897*	3,619 ^b	4,867 ^b
Large Families ^c	3,811*	2,439*	2,364	1,815 ^d
Elderly	7,899*	12,223*	12,340	16,165 ^e
Handicapped Persons	11,848 ^f	12,223 ^f	13,476 ^f	15,090 ^f

Notes:

- (a) Includes unincorporated area within sphere of influence.
- (b) Estimates based on continued increase of 1% of total households each 10 years, beginning in 1970 with 7.8%.
- (c) HUD definition of large family is five or more persons.
- (d) Estimates based on decline of 1% of total households each 10 years beginning in 1980 with 7.4%.
- (e) Estimates based on percentage increase in San Mateo County's elderly population from ABAG's Projections 90 and 94.
- (f) Estimates based on 15% of total population per the Center for Independence of the Disabled, Inc.

* Per Federal Census

SPECIAL NEEDS GROUPS

Special populations groups have particular housing needs. While the City has designed programs to assist each group, in no case is funding adequate to meet all the needs of each group.

FEMALE HEAD OF HOUSEHOLDS

In 1990, approximately 10% of households in the City and sphere of influence were headed by women with children under the age of 18. The proportion of female head of households has been increasing somewhat since the 1970's (see Table H-1). Households headed by women are frequently in need of housing assistance due to the single-wage earner and added costs of child rearing.

The City has no current estimates of the number of households with a female head who are currently in need of housing assistance. However, in 1990, 41% of the 256 households occupying recent subsidized projects are headed by women. A number of other City programs are also particularly geared toward the needs of female-headed households: Section 8 rental assistance; housing rehabilitation loans (52% to female heads of household); first- and last-months rent program; shared housing; and funding of a women's shelter. However, it is clear that a major unmet need remains.

LARGE FAMILIES

The Department of Housing and Urban Development defines a large family as having five or more persons. The proportion of large families is declining in San Mateo and its sphere of influence, falling from 13% of households in 1970 to about 6% in 1990 (see Table H-1). The 1995 City of San Mateo Consolidated Plan indicates that approximately 643 large families were in need of rental subsidies. Large families are likely to require housing assistance due to increased household expenses and the need for larger living quarters with higher rents.

While a few large families have found housing in City-subsidized projects, the cost of new construction make it infeasible to build many new units three or more bedrooms in size. The only effective program identified to date has been Section 8 rental subsidies, where, in 1990, 89 (22%) of the certificates have been given to large families.

THE ELDERLY

The proportion of elderly residents in the City and sphere of influence is increasing, with approximately 14% of the population, or 12,340 persons, over 65 years of age in 1990 (see Table H-1). As residents live longer and high local housing costs exclude younger people the elderly population in San Mateo will grow to approximately 16% of the total population by 2010. The City's Consolidated Plan states that 8,955 households were 65 years or older.

Housing the elderly in dwellings designed for their special needs, including smaller units and congregate facilities offering recreational and medical programs, can have added benefits in making larger dwellings available for family housing. The City created a senior citizen overlay district in 1978 which permits higher densities and lower parking requirements to encourage senior housing developments. Since its adoption, 734 units have been built using the overlay zone. The City has also donated land for the low-income, 82-unit Rotary Haciendas rental housing project. The City's housing rehabilitation and minor home repair programs are of special assistance to elderly homeowners.

DISABLED

The number of disabled persons is difficult to quantify, and includes the blind and deaf, those having orthopedic handicaps and the mentally ill or retarded. The Center for Independence of the Disabled has estimated that 15% of the total population is disabled, which would equate to 13,476 persons in 1990. However, the San Mateo Housing Authority in 1988 estimated only 788 disabled individuals in need of housing.

The housing needs of the disabled population are as diverse as the population itself. The current approach to providing housing for disabled persons is based on a goal of offering the highest level of independence possible.

Cities can assist in the housing of the disabled by permitting residential care facilities. San Mateo allows care facilities serving six or fewer persons in all residential districts and permits facilities serving seven or more persons in multi-family and commercial districts. For the disabled, the City's Building Inspection Division enforces state and federal disabled housing requirements. The City funds a disabled accessibility program to enable newly disabled persons to remain in their homes. Most senior units are also specifically designed to serve the disabled.

THE HOMELESS

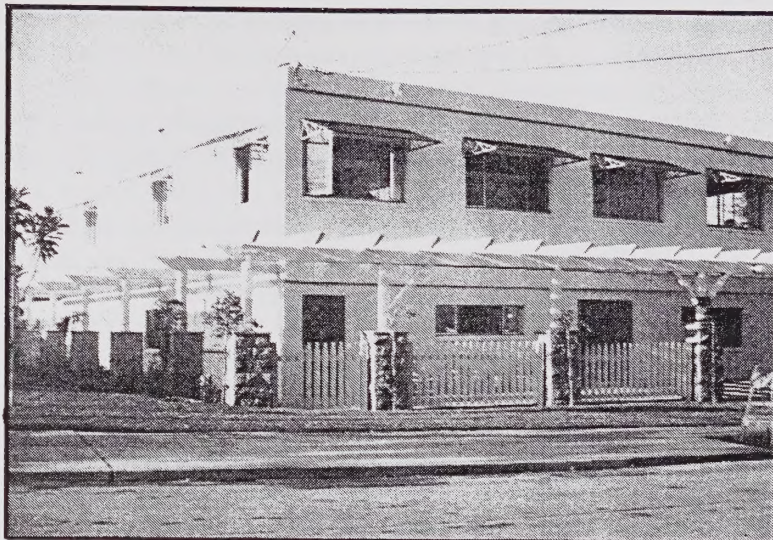
As a population, the homeless are very difficult to document. They are highly mobile and often go unnoticed. In 1995, the "San Mateo County Homeless Needs Assessment", prepared by countywide social service agencies, estimated that there were approximately 4,499 homeless persons seeking services in San Mateo County. Of this total, 2,649 were adults and 1,850 were children. Additional homeless persons reside in the County and were not counted since some service agencies do not release their data, and it is estimated that a portion of the homeless community did not apply for services. Based on a 1986 survey by the San Mateo County Department of Community Services, it was estimated that approximately 800 homeless persons (not including children) resided in San Mateo at any one time (see Appendix E).

The homeless population in the City is diverse. It includes the young, elderly, mentally ill, victims of domestic violence, refugees, and individuals with drug and alcohol problems. As a rule, the homeless population earns little or no income and is unable to pay the cost of available market-rate housing in the City. Even if employed, high rents and substantial "move-in" costs, which typically include the equivalent of two months' rent and a security deposit, may be prohibitive. There are also indications of a significant "pre-homeless" population whose housing expenses are very high relative to their incomes or who are living in motels or in overcrowded housing conditions. The Bay Area Social Services Consortium (BASSC) surveyed 419 homeless persons during February 1995. Of those surveyed, 72% were male and 28% were female; 37% reported having children; 65% were between the ages of 26 to 45; and slightly over 22% were military veterans. Approximately 60% of the survey respondents were unemployed, while the rest reported some form of employment (full time, part time, temporary, seasonally, or self employed).

Homeless persons receiving various forms of assistance within the City increased from 429 in 1988 to over 1,000 in 1989. This increase was partially attributed to the National Guard Armory in San Mateo providing cold weather shelter during the winter season. In 1995, the Armory provided shelter for approximately 600 persons, with additional services provided by Samaritan house, St. Vincent de Paul, Shelter Network, and Catholic Charities, and other agencies.

The City has two year-round shelters available for homeless and homeless families (Turning Point and a battered women's shelter), and the National Guard Armory which provides shelter only during cold winter months. The 1990 U.S. Census indicated that 323 persons were homeless and in City shelters at the time the census was taken.

The City has actively participated in addressing the homeless problem by providing financial assistance in 1989 towards the creation of a 39-bed "transitional" housing project, the Turning Point, which provides housing, nutrition, employment workshops and health referrals for homeless persons making the transition into employment and permanent residency. The City also funds Community Service positions and non-profit organizations which try to prevent homelessness through such programs as emergency housing assistance, first- and last-months rent programs, and a women's shelter.



Turning Point -- Transitional housing to assist the homeless in re-entering the housing and job markets.

FARMWORKERS

There is no agriculture and no housing for farmworkers within the City of San Mateo or in eastern San Mateo County in general. High housing costs and a long commute to the coast make farmworker housing impractical in the eastern County.

ENERGY CONSERVATION

The conservation of depleting energy resources has become an important issue in housing policy due to the rise in energy costs and lack of non-renewable energy sources. The residential sector offers an opportunity to achieve energy savings through conservation measures, awareness, and application of appropriate technology. The City of San Mateo's Building Inspection Division has responsibility for implementing the statewide energy building code (Title 24). This code limits energy use in new construction by establishing minimum insulation requirements, limiting the extent of window surfaces, and other means.

Public utilities have also found it in their interest to support individual conservation efforts. Pacific Gas and Electric (PG&E) provides public information on the benefits and effectiveness of energy conservation techniques. A free weatherization program for low-income residents is offered by PG&E and the State Office of Economic Opportunity. From 1982 to 1990, this program has provided weatherization assistance to 331 households in San Mateo.

E. QUANTIFIED HOUSING OBJECTIVES

"FAIR SHARE" HOUSING NEED

The State's housing element guidelines require that a city should provide housing for its "fair share" of the region's total housing need. The Association of Bay Area Governments (ABAG) has developed a "Housing Needs Determination" for the entire San Francisco Bay Region, including San Mateo. ABAG's determination of the local share of the regional housing need takes into consideration the following factors: market demand for housing; employment opportunities; availability of suitable sites and public facilities; commuting patterns; and the type and tenure of housing. The ABAG figures are broken down by income group needs.

SUCCESS IN MEETING 1980 - 1990 HOUSING OBJECTIVES

The City of San Mateo has had good success in meeting its total fair share housing need identified for the period from 1980 to 1990, summarized in Table H-1. A net increase of 3,107 dwelling units was identified by ABAG for the City. Through 1990, a total of 3,283 units had been constructed, exceeding ABAG's fair share housing need by 176 units.

ABAG identified a need for 1,740 new units for very-low, low- and moderate-income households from 1980 to 1990. The City of San Mateo has been moderately successful in meeting its objectives. The City provided 459 new affordable housing units within this period, 26% of its needed figure.

TABLE H-2

1980 - 1990 FAIR SHARE HOUSING NEEDS

	Need	City Objective	Achieved	% Met
Total Housing Stock	3,107	3,107	3,283	105%
Low/Moderate Income:				
New Construction:		1,740	459 ^(a)	26%

^(a) Includes 39-bed transitional housing project.

From 1980 to 1990, the City of San Mateo produced almost half of all affordable units built in the County. Only 21 of the 98 Bay Area cities were able to accomplish a higher percentage of their affordable housing need than San Mateo. This was due to aggressive City housing programs that included City purchase and donation of land using Community Development Block Grant and Housing Set-Aside funds; re-zoning of sites to higher densities; use of non-profit housing corporations as developers; and a variety of subsidized financing techniques, including HCD funds, low-income tax credits and mortgage tax credits. Of particular pride are three low- and moderate-



Meadow Court -- A City-assisted affordable housing development for families and senior citizens.

income housing developments constructed from 1988 to 1990 utilizing City funds to subsidize land costs. The City retains second mortgages and controls resale of ownership units to maintain the long-term affordability for future residents. The projects created include Meadow Court (16 low-income senior units and 76 moderate-income family ownership units), Gateway Commons (20 low- and 76 moderate-income ownership units) and Rotary Haciendas (82 very low-income senior rental units).

Nonetheless, the City was unable to meet its fair share requirements for low- and moderate-income housing between 1980 and 1990. This was due to diminishing federal and state subsidies and very high land costs (from \$30 to over \$100/square feet). Even with City donation of land and high densities, units were affordable only to moderate-income families. Federal tax credits were required to make any units affordable to low-income families.

FAIR SHARE HOUSING NEEDS -- 1990 to 2000

San Mateo's fair share housing need for 1990 to 2000 is 2,902 total units (In accordance with state legislation, the City extended its fair share housing production numbers to the year 2000). This figure requires an average of 290 units of new construction per year. This annual average is less than the previous 1980 - 1990 needs determination of 310 units per year and the actual rate of construction of 400 units per year. ABAG indicates a need of 1,206 units for very-low to moderate-income households from 1990 to 2000. Table H-4 provides a breakdown of the ABAG need figures and City objectives.

The City intends to continue to encourage the production of housing and subsidize the production of affordable housing, and to supplement these efforts with mandatory inclusion of affordable housing in new residential projects and adoption of a commercial development/housing linkage program. Total

housing needs should be satisfied within the next five years due to high local housing demand and sufficiently high allowable densities (see Appendix G).

Accomplishment of affordable housing needs is far less likely. It is estimated that the City will subsidize the production of 400 affordable housing units by 2000 through use of portions of the federal Community Development Block Grant funds which the City allocates towards land purchases to subsidize affordable housing production and the Redevelopment Agency's Housing Set-Aside funds. This rate of production is consistent with the 1980 to 1990 figures, but the cost of subsidy has increased dramatically due to the lack of available vacant land (particularly surplus school sites) and the rapid escalation of land costs. The City worked with property owners to provide 14 affordable housing units above ground floor retail uses in two downtown projects (Darcy - 8 units, and Belmont - 6 units). Planned affordable residential projects include the renovation of the St. Matthews Hotel to provide 57 SRO units and the construction of 24 units in the Meridian Place development. The City also subsidized the acquisition of 12 dwelling units by the Human Investment Project (HIP). Since 1990, the City has approved several private housing developments that require the provision of 17 affordable units.

The inclusionary housing and commercial/housing linkage programs called for in Policy H 2.4 will increase the amount of private sector construction of affordable housing, as well as the amount of funds available for subsidy, but to an as yet unknown degree.

TABLE H-3

1990 - 1995 FAIR SHARE HOUSING NEEDS

	<i>Need</i>	<i>City Objective*</i>
<i>Total Housing Stock:</i>	2,902	2,902
<i>Low/Moderate Income:</i>		
<i>New Construction</i>		
<i>Very Low-Income</i>	551	75
<i>Low Income</i>	464	96
<i>Moderate-Income</i>	609	299
<i>Total Low/Moderate Income:</i>	1,624	470

* City objectives for affordable housing categories include units to be subsidized by the City as well as units to be constructed by private developers pursuant to Program H 2.4. Objectives for affordable housing categories are minimums, and will be revised as the City gains experience with the inclusionary housing and linkage programs.

TABLE H-4*
1990 - 2000 FAIR SHARE HOUSING NEEDS

	Need	City Objective**
Total Housing Stock:	2,902	2,902
Low/Moderate Income:		
New Construction		
Very Low Income	551	75
Low Income	464	96
Moderate Income	609	299
Total Low/Moderate Income	1,624	470

This table extends the projections of housing needs beyond the Measure H initiative timeline shown in Table H-3, and is intended to illustrate the City's fair share housing needs through the year 2000, which corresponds to the next proposed revision of the Housing Element and General Plan.

** City objectives for affordable housing categories include units to be subsidized by the City as well as units to be constructed by private developers pursuant to Program H 2.4. Objectives for affordable housing categories are minimums, and will be revised as the City gains experience with the inclusionary housing and linkage programs.

F. LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT

VACANT PARCELS

San Mateo is rapidly depleting its supply of vacant residential land. Only 80 acres of vacant land remain which are zoned for residential development. If developed to the maximum allowed densities, these parcels would yield 1,845 housing units (see Appendix F). Residential development of the 40-acre Bay Meadows practice track (proposed for 1,300 residences) is particularly important in meeting the City's fair share housing needs.

SITES HAVING POTENTIAL FOR REDEVELOPMENT

Due to the limited supply of vacant land, most new housing development will occur through redevelopment of underutilized properties in areas zoned for multi-family use. Under the General Plan, these areas may be developed at densities up to 50 units per acre, with density bonuses available for qualifying projects.

Redevelopment of multi-family zoned sites has been the source of most of the housing developed in San Mateo in at least the last two years. Of the 430 units approved from September, 1988 to April, 1990, 359 (83%) were on redeveloped sites.

Prior to adoption of initiative General Plan amendments in November, 1991, the "buildout" potential of the City's land designated for residential was estimated at 48,700 units, an increase of almost 11,100 units over the present housing stock. Given more likely market conditions, it is estimated that only 5,645 additional units would be built by 2005. This number of units is well within the amount of development permitted by the initiative.

The City also allows residential development on commercially zoned properties, with the exception of service commercial and manufacturing districts due to safety concerns. Including the redevelopment potential of commercial and residentially zoned properties, the maximum housing potential of the City is 54,754 units, or roughly 1.4 times the number of existing dwellings (see Appendix H-1). Two projects with 278 housing units have been approved on commercially-zoned sites from 1987 to 1990.

In addition to encouraging housing development within the Downtown and other commercial areas, a major objective of the General Plan is to provide incentives for mixed use (residential and commercial) development along the El Camino Real (SR 82) as a means of changing the strip commercial character of this thoroughfare.

SENIOR CITIZEN OVERLAY DISTRICT

Another technique used in San Mateo to increase the housing supply and to meet the housing needs of a growing sector of the community is the Senior Citizen (SC) Overlay district, adopted in 1978. The SC zoning classification allows a developer to increase the number of units and reduce parking requirements for housing built expressly for senior citizens. These provisions recognize the smaller sized units and reduced traffic generation and parking needs of senior housing. The SC Overlay has been very successful - since 1980, 734 units of senior housing have been built in San Mateo.

SECONDARY UNITS

In 1983, the City adopted a Secondary Unit Ordinance, which allows for the creation of ancillary rental units (commonly referred to as "granny" or "in-law" units) on single-family properties. The ordinance requires that the units be small (maximum 640 square feet of living area), that they provide adequate parking and that the property owner reside on-site.

To assure compatibility with the neighborhood, a discretionary use permit is required. Between 1983 and 1995, the City has approved construction of 63 new secondary units and has legalized 29 units which had been built without proper permits prior to the ordinance.

MOBILEHOMES AND MANUFACTURED HOUSING

Manufactured housing and mobilehomes provide opportunities for lower cost housing. Manufactured homes, which are fabricated off-site and assembled on residential properties, are permitted in all residential districts in San Mateo. Mobilehomes, which are certified under the California Health and Safety Code, are also permitted in San Mateo, subject to a design review process. There were no mobilehome parks in San Mateo in 1995.

SITES SUITABLE FOR LOW- AND MODERATE-INCOME HOUSING

The City considers sites zoned at densities of 20 units per acre or more are permitted by the General Plan to be suitable for affordable housing. Appendix H shows that residentially zoned sites at these densities could accommodate a theoretical maximum of 54,754 dwellings, far exceeding the City's fair share of low- and moderate-income housing and indicating that the City has adequate available sites for this housing.

G. CONSTRAINTS ON HOUSING DEVELOPMENT

GOVERNMENTAL CONSTRAINTS

There has been much discussion as to the extent to which governmental regulation affects the cost of housing development by the private sector. The points at which the City becomes involved in the housing development process include the zoning code, subdivision regulation, building codes, improvement fees, and permit processing procedures. These forms of regulation are considered necessary to protect the health, safety and general welfare of both existing and future citizens of San Mateo. To a certain extent, all forms of regulation are a constraint on the ability of the private market to produce housing. However, the City has been very aggressive in examining its codes and procedures, and revising its regulatory role to encourage housing development.

The zoning code regulates the use of land and structures, the density of development and population, the bulk of structures, parking provisions, open space requirements, landscaping standards and other design requirements. The San Mateo zoning code has been written to be as accommodating as possible for new residential development, while attempting to provide for quality living environments. The amount of multi-family zoned land within the City is substantial, and most commercial and office districts also permit and encourage housing development. *Multi-family densities permitted under the General Plan reach 50 units per acre, and the zoning code has been amended to conform to this maximum, although it will continue to be subject to state statutes mandating density bonuses under certain conditions.* Parking requirements for residential development were comprehensively reviewed in 1989 and 1990 and are tailored to match vehicle ownership patterns of residents of new projects in San Mateo. These standards

require 1.5 spaces for a studio, 1.8 for a one-bedroom unit, 2.0 for a two-bedroom unit, and 2.2 for three bedrooms; one space per unit must be covered. Minimum open space requirements apply to many multi-family districts to assure that residents are provided with some private and common recreational amenities.

Typically, less than 100 square feet of patio or deck area is required per unit and between 200 and 400 square feet of common area, usually located in building setback areas.

The subdivision regulations affect the manner in which property can be divided into individual lots for development. Since there is so little land left to subdivide in San Mateo, these regulations have little effect on the housing supply.

The City has adopted the Uniform Building Code, which is common to all cities. There is little distinction between San Mateo's code standards and those faced by builders in other communities, with the exception of security standards added in 1989 which regulate protection of building openings and exterior illumination levels. The financial impact of the security standards are minimal in most cases. The City participates in the Joint Venture Silicon Valley Program (JVSF) which was established to streamline the building permit process and to promote consistency on building code language, interpretations, and administrative procedures among local and regional agencies.

The City's code enforcement program is an important tool in maintaining its housing stock and protecting residents from unsafe conditions. Local enforcement is based on the State's Uniform Housing Code which sets minimum health and safety standards for buildings. To minimize displacement and to encourage the rehabilitation of substandard dwellings, code violations are reported to the City's housing rehabilitation specialists, who contact property owners and encourage application for rehabilitation funding programs. The City implemented the Apartment Inspection Program in 1994 through the Code Enforcement Division. The purpose of the program is to assure that the living standards of tenants are maintained and dangerous and unsanitary conditions are avoided through enforcement of the Municipal and Housing codes.

The development application and environmental review process necessary to obtain a building permit can significantly affect the cost of a project, both in processing fees and delay. The review process in San Mateo has been structured to minimize delay, but provide opportunities for public input. Single-family and duplex dwellings can be approved by the Building Division without public hearings. In 1995, over half of the multi-family and commercial projects reviewed were approved at the staff level, after public notification. Only one-eighth of the applications processed by the City reached the City Council. During 1995, all projects were reviewed by the various City approval bodies within the timelines established by the Planning Division (Zoning Administrator - 24 days, Planning Commission - 60 days, City Council - 90 days). These approval times were much better than the six months permitted by the Permit Streamlining Act.

Permit processing fees are established by City Council resolution and are intended to reimburse the City for actual administrative costs. Fees are imposed by the Planning, Building and Public Works Departments. A 1995 survey conducted by City staff indicated that San Mateo's fees are somewhat higher than the average of other Peninsula cities surveyed (San Mateo's fees were not the highest). A typical 10-unit multi-family project without significant public controversy pays \$1,962 per unit in Planning fees, \$1,923 per unit in Building fees, and \$4,594 per unit in Public Works fees (of which, \$802

are plan check fees with the remainder being impact fees). The City refunds any unexpended application and plan check fees after completion of a project.

The Developers Contribution Policy, adopted in 1979, requires a builder to pay for all infrastructure and public improvements directly associated with the proposed development and a proportionate share of all citywide programs affected by the development.

San Mateo has adopted fees to carry out this policy. The most common development fees in San Mateo are for expansion of the wastewater treatment plant, transportation improvement fees, and the park in-lieu fee. The contribution to the sewage treatment plant expansion is based on the amount of anticipated sewage from a new project, and averages about \$1,144 per multi-family unit. Transportation improvement fees help provide needed improvements to City streets and intersections and are calculated at \$1,625 per new multi-family dwelling unit and \$3.15 per square foot of new commercial space. The park fee in lieu of land dedication for new park facilities provides substantial credits for on-site recreation facilities and open space in new projects, and averages about \$1,200 per unit. A school impact fee is imposed by the local school districts, and averages approximately \$1,800 per dwelling unit.

MARKET AND FACILITIES CONSTRAINTS

While governmental processing and fees add somewhat to the cost of housing, market factors such as the cost of land, construction and financing play a much greater role in determining the amount and cost of new housing. The cost of land in San Mateo is very high, due largely to its limited supply. In 1989 land for multi-family residential development typically sold for between \$25,000 to \$50,000 per dwelling unit as determined by the City's Housing and Economic Development Division.

The cost of construction adds substantially to housing prices. The 1994 construction cost for local multi-family development according to the experience of local developers was between \$85 and \$95 per square foot, or between \$85,000 and \$95,000 for a typical two bedroom unit. Provision of parking would add approximately \$6,750 per unit for two garage spaces, or \$24,000 for parking in an underground garage.

Developer overhead and indirect costs, such as project management, design, marketing and taxes, typically adds about 12.5% of total costs, or between \$15,000 and \$21,000. Financing of the construction project typically adds about 12.5% of total costs, or between \$16,000 and \$24,000 per unit. The total direct costs to produce a typical two bedroom unit, then, averages between \$148,000 and \$215,000. Developer profit may add an additional 10%, and governmental fees about \$10,300 per unit, resulting in an estimated sales price of between \$172,000 and \$246,500.

Very few families having low- to moderate-incomes can afford to purchase new housing. A three person family earning a 1996 moderate income of \$66,200 per year (120% of the County median) could afford a unit priced at up to \$174,000. While it is possible to build less expensive units in this price range, few are typically available since developers tend to find a greater profit margin in constructing projects for higher income residents.

A low-income household of three earning \$37,450 per year (80% of the County median) in 1996 could afford a unit priced at up to \$97,000. Without substantial subsidies, the private market cannot build affordable housing for low-income households in San Mateo. For instance, even with all land costs paid

by the City, and with subsidized financing, units in the Gateway Commons project sold for \$94,000 to \$145,000. Even waiving application fees, another potential form of City subsidy, would not lower the price of privately developed housing to low income levels. Subtracting the average fee cost of \$10,300 from a unit priced between \$172,000 and \$246,500 still leaves the majority of the units above even the moderate-income housing range.

Housing production can also be limited by inadequate public facilities. In San Mateo, capacity for sewage treatment and the availability of water may limit housing development. All other public utilities are generally adequate for new development, with minor improvements necessary in some areas. The capacity of the Wastewater Treatment Plant is presently being expanded to accommodate projected development through 2010. The City's maximum water allocation will soon be reached, and the provisions of this Plan assume an increased allocation by the California Water Service Company through acquisition of additional water resources.

H. HOUSING GOALS, POLICIES, AND PROGRAMS

GOAL 1: Maintain the character and physical quality of residential neighborhoods.

GOAL 2: Provide a diversity of housing types, responsive to household size, income and age needs.

POLICIES:

1. PROTECTING AND CONSERVING EXISTING HOUSING

H 1.1: Residential Protection. Protect established single-family and multi-family residential areas by the following actions:

1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;
2. Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas;
3. Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise; and

4. Review development proposals for conformance to the City's multi-family design guidelines for sites located in areas which contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single-family dwellings.

Program H 1.1: Residential Protection.

1. Revise zoning code for residential districts as necessary to eliminate allowable uses not included or compatible with residential Land Use Categories as defined by the Land Use Element.
Lead: Planning Division
Implementation Goal: July 1997
2. Consider policy during the Special Use Permit process.
Lead: Planning Division
(Ongoing)
3. Consider policy during the design review process.
Lead: Planning Division
(Ongoing)
4. Consider policy during the design review process.
Lead: Planning Division
(Ongoing)

Serious conflict can arise between residential and adjacent non-residential activities. Commercial and industrial developments which abut residential uses should be designed to minimize the potentially noisy and bothersome effects of parking lots, loading docks, air conditioning and heating equipment and refuse containers by locating them away from residences or by buffering them with adequate sound-reducing walls and landscaping.

Some non-residential uses such as churches, day care centers and private schools are defined by the Land Use Element as being potentially compatible with residential uses. These types of facilities generally are located in and serve residential neighborhoods. However, special use permits are required to consider the operational characteristics of such uses and to tailor them, where feasible, to a particular site. Overconcentration of non-residential uses should be avoided in residential neighborhoods so that individual blocks do not lose their residential character.

Due to the need for additional housing and the lack of vacant land, new multi-family development will replace older homes in certain areas of the city zoned for multi-family use. To minimize the changes in neighborhood character created by this redevelopment, new multi-family projects in areas having a predominance of single-family residences should be of a scale and include design features which are compatible with surrounding single-family homes, while maintaining housing affordability as a major goal.

H 1.2: Single-Family Preservation. Preserve existing single-family neighborhoods through the following actions:

1. Maintain intact single-family neighborhoods as shown on the Land Use Map; and
2. Require on-site buffering in the design of new multi-family developments which abut single-family districts to assure privacy and reduce noise impacts.

Program H 1.2: Single-Family Preservation

1. Consider zoning code amendments to increase setbacks, landscape buffers or minimum fencing requirements in multi-family districts for sites which abut R-1 or R-2 districts. Consider housing affordability as a major goal during development of the guidelines.
Lead: Planning Division
Implementation Goal: July 1997
2. Consider additional buffering provisions such as location of recreational facilities, underground garage exhausts, etc. during the design review process.
Lead: Planning Division
(Ongoing)

Single-family zoning districts constitute the largest proportion of land in San Mateo. Past policies have designated some predominately single-family areas for redevelopment as multi-family housing. The retention of these intact single-family neighborhoods is a major policy direction of this Plan, to encourage home ownership and improvement of existing dwellings, reduce absentee ownership and land speculation, and create greater social stability. Portions of the Central, North Central, San Mateo Heights and Hayward Park areas have been redesignated for single-family and/or duplex uses.

In many instances throughout the City multi-family zoning districts are directly adjacent to single-family districts. The difference in height and scale between the two uses can be dramatic and detrimental to the character of the single-family neighborhood. For example, the difference in allowable density may be as great as 6 units per acre for single family and up to 124 units per acre for a larger R-5 zoned parcel. A lower density multi-family zoning district abutting single-family areas could provide a more compatible transition, encouraging lower scale projects such as townhomes. The design of new multi-family projects which abut single-family districts should also include design features which provide privacy, natural light and protection from noise and traffic impacts for the adjoining single-family homes. Housing affordability should be considered as a major goal during development of the guidelines.

H 1.3: Housing Rehabilitation. Continue to provide funding as available for the conservation and rehabilitation of viable deteriorating housing in the City to preserve existing housing stock, neighborhood character and, where possible, to retain low- and moderate-income units.

Program H 1.3: Housing Rehabilitation.

Consider funding for housing rehabilitation projects as a high priority during allocation of CDBG funds to accomplish the following objectives by 1997:

150 Rehabilitated units (owner occupied, low-income residences; rental units in low-income neighborhoods)

125 Minor Home Repairs (low/moderate-income households)

Lead: Housing and Economic Development Division

Implementation Goal: Ongoing; reach goal by July, 1997

H 1.4: Code Enforcement. Continue and increase code enforcement efforts in residential areas to improve neighborhood appearance and conformance with health and safety standards.

Program H 1.4: Code Enforcement.

1. Continue code enforcement efforts, and provide staff as needed, to improve residential areas. Continue utilization of Franchise Tax Board notices to encourage compliance.
Lead: Code Enforcement Division
(Ongoing)
2. Continue to offer rehabilitation loans and repair grants to low-income households as listed in Program H 1.3.
Lead: Housing and Economic Development Division
(Ongoing)
3. Continue proactive code enforcement program in North Central, North Shoreview and other CDBG-eligible areas.
(Lead: Code Enforcement)
(Ongoing)
4. Continue the Apartment Inspection Program to assure safe and sanitary living conditions for residential tenants.
Lead: Code Enforcement
(Ongoing)

The great majority of homes in San Mateo are well maintained and contribute to neighborhood quality and desirability. However, there are properties which have begun to deteriorate and require attention to preserve the safety of occupants and maintain neighborhood appearance. The City provides code enforcement as a service to residents and as a deterrent to neighborhood deterioration. These efforts should continue and increase to maintain neighborhood standards.

The City also provides financial assistance to low-income households using CDBG and rental rehabilitation grants to assist in housing rehabilitation. Between 1980 and 1990 approximately 520 low-income households were assisted through the housing rehabilitation loan program and 480 very-low income households were aided by grants from the minor home repair program.

H 1.5: Building Bulk. Limit the sizes of new and expanded single-family dwellings and duplexes, retaining neighborhood scale and character. Consider preparation of design guidelines and establishment of a design review process for duplexes.

Program H 1.5: Building Bulk.

Through plan checking of single family dwellings, ensure compliance with new R-1 regulations which control the bulk of and height of buildings. Adopt zoning code amendments to the R-2 district to limit the impacts of over-sized new construction and additions, including examination of floor area ratio, setback regulations and height limits.

Lead: Planning Division

(Single family review is ongoing. Implementation Goal for R-2: July 1997)

H 1.6: Variances and Lot Divisions. Consider existing neighborhood character in terms of dwelling size, height, setbacks and lot size and configuration in reviewing variances and lot division proposals.

Program H 1.6: Variances and Lot Divisions.

Consider during variance and subdivision review.

Lead: Planning Division

(Ongoing)

The scarcity of vacant land and changing lifestyles has resulted in existing, smaller single-family homes being greatly expanded or, in some instances, demolished and replaced by new dwellings which are developed up to the maximum limits allowed by the zoning code. Another problem has been the expansion of single-family homes or duplexes to include numerous bedrooms and bathrooms in designs which allow for future illegal conversion to boarding homes or multiple units.

To minimize these impacts on single family neighborhoods, the R-1 section of the zoning code was amended in 1992 to reduce the amount of allowable floor area, require increased second story setbacks, and provide a daylight plane for side yard setbacks to reduce building bulk. Future code amendments in the R-2 district, however, should provide for reasonable use of duplex properties to provide for the needs and conveniences of modern families.

Decisions on variances and lot divisions in established residential neighborhoods should take into account the impacts of the proposal on surrounding properties and the overall neighborhood character.

H 1.7: Retention of Existing Lower-Income Units. Seek to retain existing subsidized very low-, low- and moderate-income housing units, especially those which will be available for conversion to market rate housing by the year 2000. Retention of such units should have high priority for available funds. Establish a quantified objective of maintaining the affordability of 67 low-income units that are at risk of conversion to moderate and market rates.

Program H 1.7: Retention of Existing Lower-Income Units.

1. Monitor affordable projects at risk of conversion to market rate. Maintain regular communication with the owners of all subsidized projects in San Mateo to keep up-to-date on their plans to maintain affordability.
Lead: Housing & Economic Development Division
Implementation Goal: Annual discussions with each property owner.

2. Monitor Federal actions and appropriations regarding extension of Section 8 contracts, and actively support additional appropriations.
Lead: Housing and Economic Development Division
(Ongoing)
3. Ensure Continuing Affordability of Edgewater Isle. Investigate legal issues pertaining to amending the agreement between the City of San Mateo Redevelopment Agency and Edgewater Isle, Ltd., to ensure the continuing affordability of all 92 units in the Edgewater Isle project to low- and very-low income persons. Work collaboratively with Edgewater Isle, Ltd., to execute such additional documents that are necessary to complete the spirit and intent of the affordability component of this agreement. As a high priority, investigate eliminating requirements for repayment of the loan in the year 2000 in order to maintain affordability. If necessary, leverage existing local resources and funds to ensure the preservation of Edgewater Isle's affordable units.
Lead: Housing and Economic Development Divisions, City Attorney Implementation
Goal: Complete amendment or negotiations by December, 1992.
4. Give high priority to retaining existing FHA and HUD subsidized low-income units through use of CDBG funds, Redevelopment Housing Set-Aside funds, and other solutions.
Lead: Housing and Economic Development Division
Implementation Goal: 2001 to 2010
5. Continue to support the County Housing Authority housing rental subsidies to lease units in San Mateo for very-low and low-income households.
Lead: Housing and Economic Development Division
(Ongoing)

Seven multi-family rental projects in San Mateo, totaling 515 units, were constructed or acquired using federal, state or local subsidies. In exchange for the subsidies, the developers were required to provide the rental units to lower-income residents for a specified period of time. Only 67 units of the Edgewater Isle Senior Apartments could potentially convert to moderate- and market-rate housing by the year 2000. The conversion of the 67 low income apartments at Edgewater Isle would be a significant reduction on the amount of affordable senior housing available in San Mateo. The City will give high priority to preserving the affordability of these units by modifying or extending the existing loan agreement with Edgewater Isle, Ltd.

Section 8 existing is the only means the City has to subsidize families in rental apartments, and its continuation is important to maintain some subsidized rentals for families.

H 1.8: Condominium Conversion. Continue the existing policy of protecting existing residents by offering purchase opportunities, long-term leases and relocation assistance.

Program H 1.8: Condominium Conversion.

Continue to implement tenant notification, purchase opportunities, long-term leases, and relocation assistance provisions of the subdivision code.

Lead: Planning Division
(Ongoing)

San Mateo has ranked very high among Bay Area suburbs in permitting apartment units to convert to condominium ownership. By 1980, 3,300 rental units had been converted. In 1981, the City amended its condominium conversion ordinance to require tenant relocation benefits and lifetime leases for elderly and handicapped tenants.

H 1.9: Demolitions. Prohibit demolition of existing residences until a building permit for new construction has been issued, unless health and safety problems exist. Prevent housing stock from becoming health and safety problems through code enforcement efforts.

Program H 1.9: Demolitions.

Continue implementation of demolition ordinance. Implement code enforcement programs described in Program H 1.4.

Lead: Building Inspection Division & Code Enforcement Section
(Ongoing)

The demolition of existing housing eliminates needed units and creates an unattractive gap in the pattern of development. Vacant lots may become neighborhood liabilities due to weed growth and illegal dumping. Continued upkeep of older homes, with code enforcement efforts if needed, is a better approach to maintaining habitable housing units. The City presently prohibits demolition of housing until a building permit for new development has been issued, unless health and safety problems demand more drastic actions.

In some cases needed public improvements, such as road widening, may remove housing units. The relative benefits of these public works should be considered against the impact of losing dwellings.

2. ENCOURAGING NEW HOUSING CONSTRUCTION

H 2.1: Fair Share Housing Allocation. Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low- and moderate-income needs.

Program H 2.1: Fair Share Housing Allocation.

1. Monitor housing production against ABAG Fair Share Allocation, providing annual updates for the Planning Commission and City Council, with the objective of increasing the housing supply by 2,902 units by 1997.
Lead: Planning Division
(Annual)

H 2.2: Jobs/Housing Balance. Maintain an overall balance of housing and employment within the community over the term of the Plan.

Program H 2.2: Jobs/Housing Balance.

Monitor housing production against new job creation, providing annual updates for the Planning Commission and City Council.

Lead: Planning Division

(Annual)

The City of San Mateo is committed to the provision of housing necessary to accommodate an expanding workforce. In response to State law, the Association of Bay Area Governments (ABAG) has determined that 2,902 housing units will need to be produced from 1990 to 1997 to create a housing market responsive to anticipated job growth. The City's housing need is broken down into the following income categories: very-low income - 551 units; low-income - 464 units; moderate-income - 609 units; and above moderate-income - 1,278 units.

The Land Use Map could conceivably provide for maximum construction of approximately 56,000 new housing units if all residential and commercial properties redevelop for housing. It is estimated, however, that the private market will construct approximately 5,645 new dwellings during the 15-year timeframe of the Plan. By 1997, 2,950 of these units are expected to be constructed, which means that the City would meet its housing needs. The City has attempted to ensure that at least 2,950 new units are built by 1997 by providing adequate sites zoned for higher density multi-family use and by encouraging development of residential projects on commercially zoned sites.

In considering General Plan amendments or zoning changes which encourage new employment-generating development, the City should evaluate the existing jobs/housing balance and trends for residential construction, to maintain an overall balance of housing to complement job growth. Based on development projections, it is estimated that the ratio of jobs to employed residents will decrease from 1.11 in 1990 to 1.14 in 2010.

H 2.3: Public Funding of Low- and Moderate-Income Housing. Continue to use available funds to increase the supply of low- and moderate-income housing through land purchases and other development encouragements and through use of non-profit sponsors and subsidized financing using federal and state sources, tax credits, and the like.

Program H 2.3: Public Funding of Low- and Moderate-Income Housing.

Give funding for new low- and moderate-income housing a high priority for CDBG, Redevelopment Housing Set-Aside, and other available funds, with the objective of subsidizing the construction of at least 400 new affordable housing units by 1997 for the following income groups:

Very low-income: 75 units

Low-income: 96 units

Moderate-income: 299 units

Seek to purchase two housing sites, one in the Downtown Redevelopment area, by 1997 for low-cost housing projects (see Appendix H-3). Continue to work with non-profit sponsors, such as BRIDGE and Mid-Peninsula Coalition, to develop projects and obtain subsidized state (HCD) and federal financing, and use both income and mortgage tax credits.

Lead: Housing and Economic Development Division

Implementation Goal: July, 1997

H 2.4: Private Development of Affordable Housing. Encourage the provision of affordable housing by the private sector through:

- 1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.*
- 2. Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which affects the demand for housing in the City.*
- 3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.*

Program H 2.4: Private Development of Affordable Housing.

1. Maintain an inclusionary housing ordinance to implement Policy H 2.4 (2). The ordinance shall:

- a) All projects which include more than 10 residential units, including mixed-use projects, shall be required to include 10% of the residential units for exclusive use as affordable housing units.*
- b) The project proponent shall build the unit(s) on site, either in partnership with a public or nonprofit housing agency, or on its own. Off-site building shall be allowed only if the proponent demonstrates that on-site construction is infeasible; and in any event, any off-site units must be built within the City of San Mateo.*

No in-lieu fees shall be allowed,

- c) The affordable units shall be as similar in exterior design and appearance as possible to the remaining units in the project.*
- d) Affordable rental units shall carry deed restrictions which guarantee their affordability.*
- e) Affordable for sale units shall have deed restrictions which allow for first right of refusal to the local government, upon the sale of the unit. The City local government should only refuse the option of purchase if it has already expended all of its financial resources available for housing, including Community Development Block Grant funds, local housing trust fund monies, and any other federal, state or local funds typically available for affordable housing purposes.*

Lead: Planning Division

(Ongoing)

2. *Develop, hold public hearings on, and if possible, adopt a commercial/housing linkage program, based on empirical data applicable to the City of San Mateo. The program should match the housing constructed and/or subsidized to the demand created by commercial development, in terms of affordability levels, type of tenancy, number of bedrooms, and other relevant factors.*

Lead: Planning Division

Implementation Goal: September, 1992 (On January 7, 1993, City Council voted to reconsider commercial linkage program in the future)

3. *Maintain a density bonus program consistent with State law.*

Lead: Planning Division

(Ongoing)

4. *Provide information to developers on density bonus provisions for affordable housing. Give processing priority to applications which include substantial proportions of affordable housing.*

Lead: Planning Division

(Ongoing)

H 2.5: Distribution of Low- and Moderate-Income Housing. Attempt to distribute low- and moderate-income housing developments throughout the City. Encourage the mixing of market-rate and low/moderate-income units where feasible.

Program H 2.5: Distribution of Low- and Moderate-Income Housing.

Consider during review of applications for affordable housing projects.

Lead: Planning Division

(Ongoing)

The creation of new affordable housing is critical if San Mateo businesses are to expand and remain competitive. A high proportion of anticipated job growth will occur in lower paying service sector positions. If employees are to be recruited for these jobs at competitive wages, then local housing for low- and moderate-income households will be required.

ABAG has determined that an additional 1,624 dwellings for very-low- to moderate-income households will be needed by 1997. San Mateo has been exemplary during the past 10 years in creating new affordable housing, subsidizing the construction of 459 units. However, even if this level of commitment of City funds would continue to 1997, only 229 units would be built, which is only one-seventh of the stated need.

The private sector has not been successful in producing affordable housing due to land costs and the demand for higher-priced units. The City will continue to offer a density bonus to encourage private development of affordable housing. The City will also create a stronger incentive for affordable housing by permitting densities near the top of the density range only for projects that include low- and moderate-income units.

Concentrating affordable housing developments can change the character of a particular area of the City. San Mateo is a dynamic community due to its diversity of housing types and population. To continue this pattern, new affordable housing developments should be located throughout the City. It is particularly beneficial when affordable units can be integrated into market-rate projects.

H 2.6: Rental Housing. Encourage development of rental housing for households unable to afford ownership housing.

Program H 2.6: Rental Housing

Consider during review of applications for multi-family housing.
Lead: Planning Division
(Ongoing)

Rental housing provides opportunities for those who wish to live in San Mateo but cannot afford the down payment and mortgage expenses of ownership housing. Well designed rental housing, using quality materials and providing a pleasant living environment, can be as great an asset the community as for-sale projects.

H 2.7: Secondary Units. Allow creation of secondary units on single-family properties to provide opportunities for affordable rental units or to allow for the housing of extended families. Require that the design of secondary units be compatible with the main residence and neighborhood, provide adequate on-site usable open space and parking, and not infringe upon the privacy of adjoining properties.

Program H 2.7: Secondary Units.

Develop design guidelines for the creation of secondary units which are compatible with the design of the principle residence and surrounding neighborhood, provide useable on-site open space and protect the privacy of adjoining properties.
Lead: Planning Division
Implementation Goal: July, 1997

Another means of creating more affordable housing is through the building of secondary units, commonly called "granny flats", on single-family properties. Small second units can assist the property owner by generating income, making the home mortgage more affordable, and may also provide lower-priced rental units. The secondary unit can be used to house aged or younger family members at a reasonable cost and in close proximity to the family.

The State requires that local agencies adopt ordinances allowing secondary units in single-family districts. San Mateo's ordinances requires that the property owner reside on-site, providing the stability of home-ownership. The secondary units are allowed to be a maximum of 640 square feet -- typically a studio or one-bedroom unit -- and three parking spaces must be provided for the two dwelling units to reduce the need for on-street parking. A discretionary use permit is required to review the compatibility of the unit with the main dwelling and the neighborhood.

H 2.8: Multi-Family Location. Provide for the development of multi-family housing to create a diversity of available housing types as follows:

1. Maintain the following sites or areas for multi-family land use:
 - a. Commercial sites on East Bayshore Road between Cypress and East Poplar avenues,
 - b. The Bay Meadows practice track,
 - c. Manufacturing sites on Woodside Way near Villa Terrace,
 - d. The Elks Club site on 20th Avenue,
 - e. The church, nursery and adjacent office sites on El Camino Real (SR 82) at Monte Diablo Avenue,
 - f. The warehouse site at Railroad and Cypress avenues,
 - g. The Callan properties north of Campus Drive, and
 - h. Properties on Corte de Flores, and adjoining portions of Edison and Flores streets.
2. Permit reclassification to multi-family zoning or other properties which meet the following criteria:
 - a. Have adequate size to allow for a self-contained housing development and include adequate on-site parking and usable open space;
 - b. Have good access to arterial streets;
 - c. Maintain a reasonable buffer to single-family districts; and
 - d. Constitute a logical extension of existing multi-family development at compatible and appropriate densities or are zoned for commercial use.

Program H 2.8: Multi-Family Location.

1. Maintain multi-family zoning on specified sites consistent with the Land Use Map or Land Use Element policies.
Lead: Planning Division
(Ongoing)
2. Consider during review of Reclassification applications for multi-family districts.
Lead: Planning Division
(Ongoing)

H 2.9: Housing Densities. Re-examine permitted densities in multi-family districts to:

1. Provide a density range, with densities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public recreational facilities, or off-site infrastructure improvements.
2. More closely relate maximum densities to those which can be reasonably achieved given other zoning constraints, and
3. Ensure that inappropriate densities are not permitted for lots of less than one-half acre.

Program H 2.9: Housing Densities

1. Adopt development standards permitting densities at the higher end of the range based on specific standards for provision of low- or moderate-income housing and such amenities as increased open space, public recreational facilities, or off-site infrastructure improvements.
Lead: Planning Division
Implementation Goal: July, 1998
2. Adopt zoning code amendments to ensure that maximum densities in R-3, R-4, and R-5 districts are consistent with other development requirements such as parking, open space, height limits, and setbacks.
Lead: Planning Division
Implementation Goal: July, 1998
3. Review the densities permitted on lots of less than one-half acre in the R-3, R-4, and R-5 districts to ensure that permitted densities are appropriate on small lots.
Lead: Planning Division
Implementation Goal: July, 1998

If San Mateo is to meet its housing needs, it will need to encourage multi-family housing on vacant sites and through redevelopment. However, to create high-quality living environments and protect existing neighborhoods, certain standards must be followed in the location of new multi-family developments. Sites must be large enough to provide adequate parking and still leave area available for recreation and open space. Multi-family sites must be close to arterial streets to handle traffic generation and discourage traffic through single-family neighborhoods. Specific commercial sites may be developed for multi-family use.

One means of increasing housing potential is through redesignation of commercially zoned and lower density residential properties to multi-family land use. The redesignations approved in Policy H-2.8 will increase the potential for construction of new units.

San Mateo's multi-family zoning districts allow relatively high densities in an effort to encourage the production of housing. In 1989 the R-3 District, which is the lowest density multi-family zoning district, allowed up to 43 units per acre. Prior to the amendments necessary to make them conform to the initiative adopted by voters in November, 1991, the R-4 District allowed up to 58 units per acre, and the R-5 District allows up to 124 units per acre. However, very few projects were built up to the maximum

allowable densities. On average, most developments achieved between one-third and one-half the allowable densities in the R-3, R-4 and R-5 districts, due to other constraints such as parking, open space requirements and the costs of high-rise building construction or multiple floors of underground parking.

The high range of allowable densities permitted by the zoning districts can result in property owners over-valuing their properties based on unrealistic development expectations. This in turn results in properties remaining undeveloped or reduces the affordability of units constructed with inflated land prices. It also renders the density bonus provision for affordable housing production useless.

In 1979 the allowable densities of multi-family districts were studied and revised, with the intent of limiting allowable densities on smaller parcels and providing density incentives for lot assemblage. The increase in lot size provided better opportunities for incorporating parking and open space in a more livable project design. The R-3 District, for example, now allows just two units to be constructed on a parcel of 6,000 square feet. If two such parcels are merged, creating a 12,000 square foot lot, a project of eight units is allowed. In many cases multi-family developments on two merged lots have been found to be too dense for the lot size. It is recommended that the density allowances be reexamined to determine if the rapid increase in permitted density for smaller lots is appropriate.

H 2.10: Senior Project Location. Permit senior housing projects on multi-family or non-residentially zoned properties within walking distance of services and transit routes. Continue to provide allowances for density bonuses for senior projects.

Program H 2.10: Senior Project Location.

Consider during review of reclassification applications to the Senior Citizen Overlay district.
Lead: Planning Division
(Ongoing)

The elderly population of San Mateo is increasing. San Mateo's senior citizens should be provided with housing opportunities within the community to avoid the necessity of relocating to other areas and to free up underutilized single-family homes for younger families. Senior housing has different characteristics than typical family-oriented housing. Seniors typically drive less, thereby reducing traffic impacts and the need for extensive parking. Many senior projects also provide on-site communal facilities for dining and recreation, which further reduce the need for driving. Senior housing should be located within three-quarters of a mile of commercial services and transit routes to adequately provide for the needs of elderly residents.

H 2.11: Mixed Use. Continue the policy of encouraging residential uses in existing commercial areas where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

Program H 2.11: Mixed Use.

*Publicize the advantages of constructing housing or mixed use projects in commercial areas.
Publicize the ability to locate residences in commercial areas.*

*Lead: Planning Division
(Ongoing)*

The mixing of residential units in commercial developments is not a new idea. Most older American cities have examples of apartment units over shops. This concept is very applicable to today's needs to provide lower-priced housing and reduce the need for commuting to work. The mixing of housing and commercial uses also would improve the urban design qualities of commercial areas by adding variety and activity to shopping streets.

The City currently allows the mixing of housing and commercial uses in various locations, including properties along El Camino Real (SR 82) south of the Downtown, office sites along 20th Avenue, the KMART site at Delaware and Concar, the Parkside Shopping Center at Norfolk and SR 92, and the Fashion Island Shopping Center. In addition, once adopted, the programs called for in Program H 2.4 should encourage the construction of affordable housing in the redevelopment of commercial areas.



Combining retail shops with housing can add vitality to commercial districts and increase housing opportunities near employment.

H 2.12: The Homeless. Continue existing support for organizations which seek to prevent homelessness. Transitional housing may be located in residential districts and commercial districts with a special use permit, while emergency shelters may be located in commercial districts.

Program H 2.12: The Homeless.

1. Continue existing support, where feasible, for programs and facilities seeking to prevent homelessness. Give high priority for available funds to additional permanent shelters throughout San Mateo County for the homeless to replace the Armory.
Lead: Housing and Economic Development Division and Community Services Division
(Ongoing)
2. Modify zoning regulations to allow emergency shelters as a special use in commercial zoning districts.
Lead: Planning Division
Implementation Goal: July 1997

In 1989, the problem of homelessness was increasing as housing prices rose faster than income and cut-backs occurred in social programs. The "San Mateo County Homeless Needs Assessment", prepared in 1995, indicates that there has not been an appreciable change in the overall extent of homelessness in the County since 1990. The City has committed itself to aiding the homeless, and in 1989 provided financial assistance in the creation of a 39-bed "transitional housing" project, which provides temporary housing to those making the transition into employment and permanent residency. The City also supports numerous private and non-profit agencies in their efforts to prevent homelessness.

The City contains two sites for shelter of the homeless: the winter shelter operating from mid November to mid March at the National Guard Armory on North Humboldt Street and the Turning Point transitional housing project at Villa Terrace and Woodside Way. The Armory has capacity for up to 110 beds and the Turning Point has 39 beds, for a total of 149 beds. This leaves a substantial unmet need for shelter since it was estimated in 1989 that up to 800 homeless persons, not including children, reside in San Mateo. The "San Mateo County Homeless Needs Assessment" reports that 4,499 homeless persons were seeking services in San Mateo County during 1994. The Governor's Executive Order allowing use of the Armory as a winter shelter expires in March of 1997, after which the Armory may no longer be available for use as the winter shelter. San Mateo County has identified a need for at least three shelters to replace it. One temporary shelter has been located in Redwood City. San Mateo supports a replacement shelter in the northern and central County areas. Future projects serving the homeless throughout the County on a more permanent basis will have high priority for funding.

Sufficient sites for emergency shelters exist in non-residential areas of the City. By modifying zoning regulations to allow emergency shelters in commercial districts, an additional 1,136 parcels will be designated as available for housing the homeless. Transitional shelters such as Turning Point may be allowed in both residential and commercial districts, subject to a special use permit. Sites near transit and other community services should particularly be considered for such residences.

H 2.13: Open Choice. Continue efforts towards the elimination of discrimination based on race, religion, sex, nationality, age or physical handicap that prevent free choice in housing.

Program H 2.13: Open Choice.

Continue implementation of the Fair Housing Resolution, affirmative marketing of city-subsidized housing projects, and provision of available funding for private non-profit organizations which monitor and provide assistance to those experiencing discrimination in housing choice.

Lead: Housing and Economic Development Division
(Ongoing)

San Mateo's efforts to provide a diversity of housing would be meaningless if that housing were not available in an atmosphere of open and free choice for all prospective residents. The City seeks to eliminate discriminatory rental and sales practices which act as barriers to free choice in housing, and in 1970 passed a Fair Housing Resolution governing all City departments and housing initiatives. The City's Human Resources Commission is responsible for ensuring compliance with the Fair Housing Resolution. City sponsored housing programs and projects built with City subsidies include affirmative marketing plans to reach all segments of the community. The City also contributes funding for Project Sentinel, a countywide organization which operates a telephone hotline and counseling service, investigates alleged abuses, and provides legal assistance.

H 2.14: Special Needs Groups. Continue existing support for programs that assist special needs groups (the elderly, large families, female heads of households, and the handicapped and disabled).

Program H 2.14:

Continue to support programs particularly designed to accommodate special needs groups. In the past, typical programs have included rehabilitation loans, minor home repair, purchase of land for new housing, Section 8 rental assistance, shared housing, and first- and last-months rent program.

Lead: Housing and Economic Development
(Ongoing)

State law requires that residential care facilities serving six or fewer persons that assist special needs groups be treated the same as single family dwellings. To avoid overconcentration, the City will continue to request that facilities be separated by 300 feet, as permitted by State law.

URBAN DESIGN



V. Urban Design

A. CITY IMAGE

BACKGROUND

Urban design refers to the physical form and development of a city from the individual neighborhood to the overall city scape. In the largest sense, urban design encompasses the physical elements which make up the City and its natural setting, and which make up the City's visual qualities. These elements are the City's relationship to neighboring cities and the surrounding natural environment, the City's principal focal points, and the City's major transportation corridors.

On a smaller scale urban design deals with the development patterns and characteristics of specific areas. These include the design of multi-family and single-family neighborhoods, the transition between neighborhoods, the design of commercial areas and the design and placement of various public improvements.

The goals and policies of Urban Design are in two sections: **City Image** and **Design**. City Image discusses focal points, corridors and gateways. Design discusses in detail the design of multi-family, single-family and commercial areas.

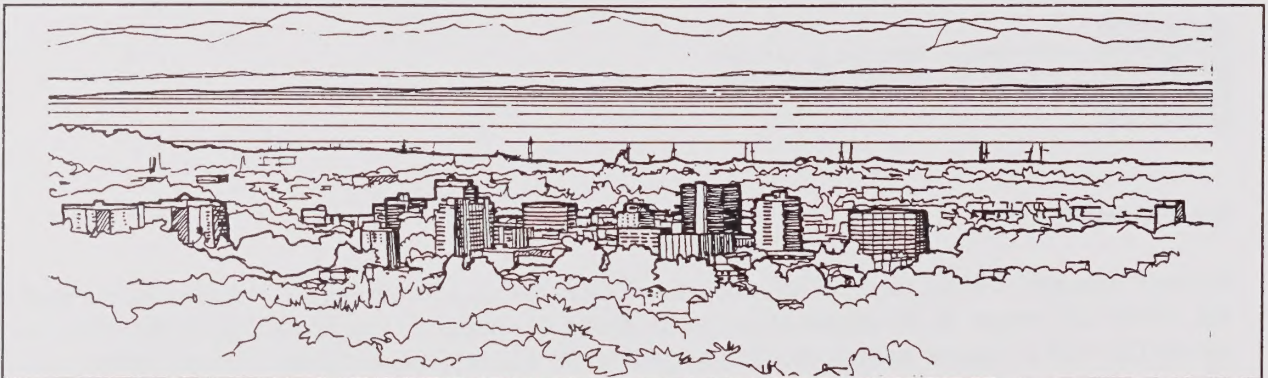
SETTING

San Mateo is set between two dominant physical features: San Francisco Bay and the ridge of hills along the western border. The City has developed between these two features following early transportation corridors. Similar communities at the north and south boundaries also influence the City's development.

The City's image is composed of many things: distinct residential neighborhoods, major open spaces, tall buildings, major streets, distinct shopping areas, landscaping, the spatial arrangement of buildings, and architectural styles. The first section of this report, dealing with urban design in the largest sense identifies the major focal points, corridors, and gateways that contribute to the City image.

FOCAL POINTS

Focal points provide orientation by serving as landmarks and designating important places. The Downtown is a recognizable focal point because of its density, tall buildings, retail environment and historic character. Hillsdale Mall is another focal point because of its great number of retail shops and large scale structures at an important intersection. The San Francisco Bay and western hills are natural focal points. The "Crossroads" offices at SR 92 and US 101 help to mark this important intersection. The Borel/Bovet offices stand just behind the SR 92 and El Camino Real (SR 82) intersection and denote the major office developments lining SR 92. The office development at Mariner's Island marks a focal point at the eastern edge of the City that visually relates to development in Foster City. The Bayview Federal and Pan Am buildings along El Camino (SR 82) also create isolated focal points along El Camino Real (SR 82).



Distant View of Downtown San Mateo

Focal points should be developed where they logically orient people and mark significant places. The taller buildings in the Downtown are an excellent example of this. Intersections that mark major business areas are also marking significant places within the City. Misplaced focal points detract from the intended emphasis on important places. Tall buildings intermittently spaced along a street suggest a special area when it may be just part of a commercial strip.

Many things can be done to strengthen major focal points. The Downtown Specific Plan includes requirements for ground floor retail and the General Plan permits mixed uses and building heights of up to 75 feet in the Downtown. Hillsdale Mall could be strengthened by higher floor area ratios (the ratio of building floor area to lot area), visible retail uses (outward focusing), and a more consistent architectural or landscape treatment. The office development along SR 92 could be enhanced by permitting taller buildings up to 75 feet in height, altering higher floor area ratios and architectural and landscape treatments. Focal points can be discouraged in the middle sections of El Camino (SR 82) and many other commercial zones by changing the zoning to permit no high-rises or buildings with excessive bulk.

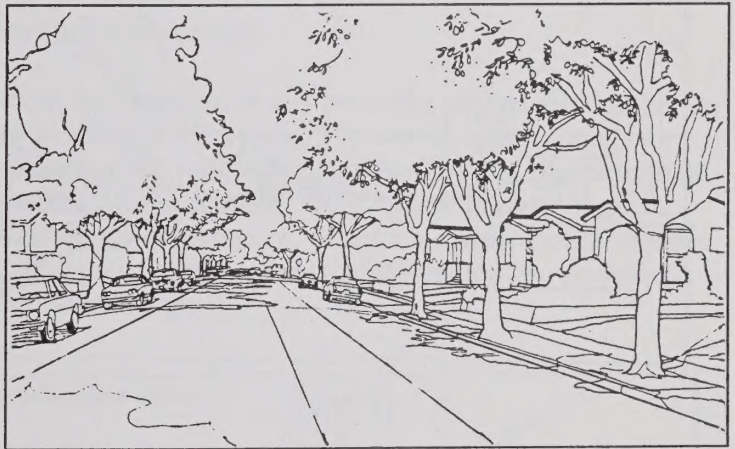
GATEWAYS

Gateways are the entry points to a city or specific area. They serve much the same function as a front door serves to a home, as both symbolic entry to the City and a boundary marker. Gateways should be located at major entry points or when there is a distinct change in character from one area to another. The change in character may be a change in traffic speed, a change in the scale of buildings, or change in the intensity of landscaping. Gateways would likely be located at the major City boundaries at the north and south end of El Camino Real (SR 82), at the City boundaries on Mariner's Island Boulevard and J. Hart Clinton Drive where San Mateo meets Foster City, and at US 101 exit ramps on Peninsula Avenue, Third Avenue, and Hillsdale Boulevard because at these exits there is a major change in traffic speed and a sense of entering the City. Gateways also should be located at various entrances to the Downtown as this area is distinctly different from the areas surrounding it.

A gateway feature should be large enough to denote an entry point and should be illuminated at night. The gateway could be a significant landscape or architectural feature and should be built with high quality design and materials to give an appropriate image of the City. The materials used should emphasize the image and type of materials common to the area. A similar design feature or material should be common to all gateways so as to contribute to a unique and consistent San Mateo image.

CORRIDORS

Corridors are the way residents and visitors most commonly see the City. A well designed corridor should lead to a destination, provide a sense of orientation, be attractive and project a positive image of the City. Problems often seen on major and minor corridors include visual confusion from signs and architecture, inadequate or unmaintained landscaping and inconsistent building setbacks.



The major north/south corridors in the City are El Camino Real (SR 82), US 101 and the railroad served by CalTrain. Major corridors that connect with US 101 are Third and Fourth avenues leading to and from Downtown and Hillsdale Boulevard connecting with Hillsdale Mall. SR 92 is the other major east/west corridor. Minor corridors are generally heavily used arterial streets. In San Mateo these include Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street, J. Hart Clinton Drive and Mariner's Island Boulevard.

1. US 101 AND SR 92.

US 101 and SR 92 are designed for high speeds. There is no commercial or pedestrian access. US 101 is tightly fit between adjoining commercial and residential uses and partially screened by soundwalls or a thin, intermittent layer of landscaping. Signs, businesses and homes are visible creating a cluttered

looking corridor. SR 92 is elevated through most of the eastern part of the City, later travels through deep cuts, and then climbs on top of hills in the western parts.

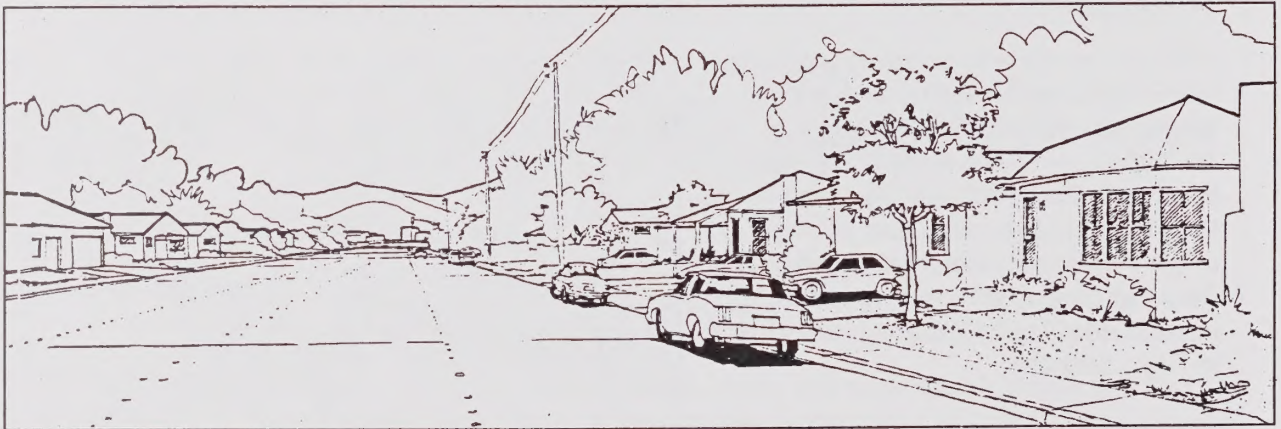
Visual confusion on US 101 would be reduced by controlling the quantity and size of signs. Stronger landscaping would provide an attractive corridor. Any improvements also should work to capture views of the City's focal points and take advantage of other vistas.

2. THIRD AND FOURTH AVENUE IN THE GATEWAY.

Third and Fourth Avenue in the Gateway pass through residential districts as they connect US 101 with the Downtown. Their appearance would be improved by future development having consistent setbacks and building heights. A line of street trees can orient the street toward its destination as well as provide greenery. The Downtown Plan currently includes a consistent setback for all new buildings and the requirement for planting of street trees.

3. HILLSDALE BOULEVARD.

Hillsdale Boulevard provides direct access from US 101 to Hillsdale Shopping Center at El Camino Real (SR 82). This four lane arterial street passes through a single family area. Any future improvements to this street could include street trees, lighting design, and adequate landscaping to help buffer residences from traffic.



Hillsdale Boulevard looking west

4. EL CAMINO REAL (SR 82).

El Camino Real (SR 82) is the longest commercial corridor on the Peninsula. A mixture of retail, office and residential uses lines the street as it passes through San Mateo and other cities. In San Mateo the character changes several times because of changes in use and private improvements. El Camino (SR 82) north of Downtown is lined primarily with multi-family residences with only a few single-family homes. The street has four narrow lanes with many large trees. As El Camino (SR 82) enters the Downtown area it widens to six lanes, with high-rise office and retail uses creating an urban character. South of Central Park to SR 92 the street contains a mix of residential, retail and offices. For the most part buildings maintain a consistent property line setback with varying building heights, narrow sidewalks and minimal landscaping. South of SR 92, El Camino (SR 82) is a retail strip with a few office buildings mixed in. At Hillsdale Mall the street takes on more of a freeway character due to the undercrossing of Hillsdale Boulevard. South of SR 92 the utilities have not yet been undergrounded, there is a chain link fence acting as a center divider in some sections, building heights and setbacks vary throughout, sidewalks are narrow and landscaping is very minimal.



El Camino Real (SR 82) South of Central Park

Overall, El Camino (SR 82) south of Central Park does not take on any particular character or image that is distinctive of San Mateo. Building heights and setbacks vary, and in some areas large parking lots front along El Camino (SR 82) leaving no definition of the street edge. Except for the northern areas of the street, landscaping is barely noticeable. Narrow sidewalks and no front setback in many areas discourages pedestrian activity and leaves little room for landscaping. Street trees which could have the strongest visual effect are almost non-existent. All these problems lead to a feeling that the street lacks any continuity or connection with San Mateo's destination points.



South El Camino Real (SR 82)

The street appearance could be improved by providing a more coherent pattern of building height, setbacks and landscaping. Setbacks should be adequate to permit walkways and landscaping but should also keep the buildings close enough to define the street edge. Storefronts or restaurants facing the street provide interest and are signs of activity. Parking lots are rarely interesting and generally unattractive. Buildings should be oriented towards El Camino Real (SR 82) with parking and accessory uses located away from the street. Street trees can help unify the corridor by defining street edge and visually reducing paved areas. Undergrounding utilities and controlling signage will also reduce visual clutter.

B. CITY IMAGE GOALS AND POLICIES

CITY IMAGE GOALS

- Goal 1:** Establish a positive and distinctive City image by taking advantage of the natural setting and by developing and improving focal points, gateways, and major corridors.
- Goal 2:** Make El Camino Real (SR 82) a livable residential and successful commercial street that displays a positive image of San Mateo.

CITY IMAGE POLICES

- UD 1.1: Focal Points.** Emphasize and improve established focal points identified as the Downtown, Hillsdale Mall, Bridgepointe and adjacent office development areas, the intersections of US 101 and SR 92 and SR 92 and El Camino Real (SR 82), and the SR 92 corridor. Encourage focal points by emphasizing a particular use, or feature, or through entry or landscape treatments. Focal points should be discouraged at inappropriate locations.

Significant places in the City should be emphasized. Treating them as focal points and making them more prominent by allowing concentrations of high buildings in designated areas, emphasizing a particular use, or a special landscape treatment accomplishes this. Tall or bulky buildings randomly placed confuse the most important areas of the City with other areas and should be avoided.

- UD 1.2: Preservation of Natural Focal Points.** Preserve and enhance views of and access to the foothills and the Bay through the design of new development consistent with the Shoreline Park Specific Plan. (See related policy C/OS-1.7)

By featuring the natural amenities of the foothills and Bay, San Mateo's identity can be strengthened. Where possible development should orient views and access to take advantage of these natural features.

- UD 1.3: Gateways.** Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: entrances to the Downtown, the north and south ends of El Camino Real (SR 82), US 101 and Third

Avenue, US 101 and Hillsdale Boulevard, and Mariner's Island Boulevard and J. Hart Clinton Drive at the border of Foster City.

By developing gateway features, the entries to the City will be identified. Gateways may be constructed in a variety of ways: a prominent landscape or architectural feature, a notable open area or possibly an arch to pass through. All gateways should have some common element or feature to give San Mateo a unique and consistent image.

UD 1.4: Signage. Maintain signage controls regulating the design, size, type, illumination and quantity of signs visible from corridors.

Signage is a main factor creating visual confusion along US 101 and El Camino Real (SR 82). Revising the sign ordinance to control this has been a big step toward improving the image of San Mateo.

UD 1.5: Direct Corridors to Focal Points. Visually improve and direct toward focal points the major corridors of Third Avenue, Fourth Avenue, Hillsdale Boulevard and El Camino Real (SR 82) with the installation of street trees, street lights and consistent building setbacks.

As constructed, many major corridors lack a visual connection to the City's focal points. Improving this connection emphasizes the focal points and improves the appearance of these heavily traveled streets. Street trees, distinctive and aesthetic street lights and consistent building setbacks are the main ways to accomplish this. Further study may indicate that other public improvements and design standards will also improve the corridors.

UD 1.6: El Camino Real (SR 82). As a highest priority prepare a Master Plan and Design Guidelines for El Camino Real (SR 82) that include an organization of allowable building heights, setbacks, street trees, landscaping, signage, pedestrian improvements, parking, auto access and building design controls to give El Camino (SR 82) an organized and appealing image. The street should maintain a landscaped residential character north of Downtown and allow mixed uses south of Ninth Avenue.

El Camino Real (SR 82) is the dominant commercial and through street in the City. Much of the commercial image of San Mateo comes from this street. Because of the importance of El Camino (SR 82), a comprehensive study should be prepared to improve it visually and economically. Although improvements may be desirable for the entire length of El Camino (SR 82), the study emphasis should be south of Ninth Avenue.

UD 1.7: Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard.

These streets are heavily used arterials that bring people into the neighborhoods. They often are responsible for projecting an image of San Mateo's residential areas. Improvements should include street trees, landscaping and methods to better accommodate pedestrians and bicycles.

UD 1.8: Railroad Corridor. Improve the railroad corridor to create a positive City image. Develop design guidelines that address views, landscaping, screening, treatment of buildings along the corridor and community identity of train stations.

The railroad corridor is similar to the freeways in that it is the only view many Bay area residents have of San Mateo. In the past many developments have turned their back on the railroad. This policy directs that the railroad corridor should be given a priority similar to that of major street corridors.

C. DESIGN

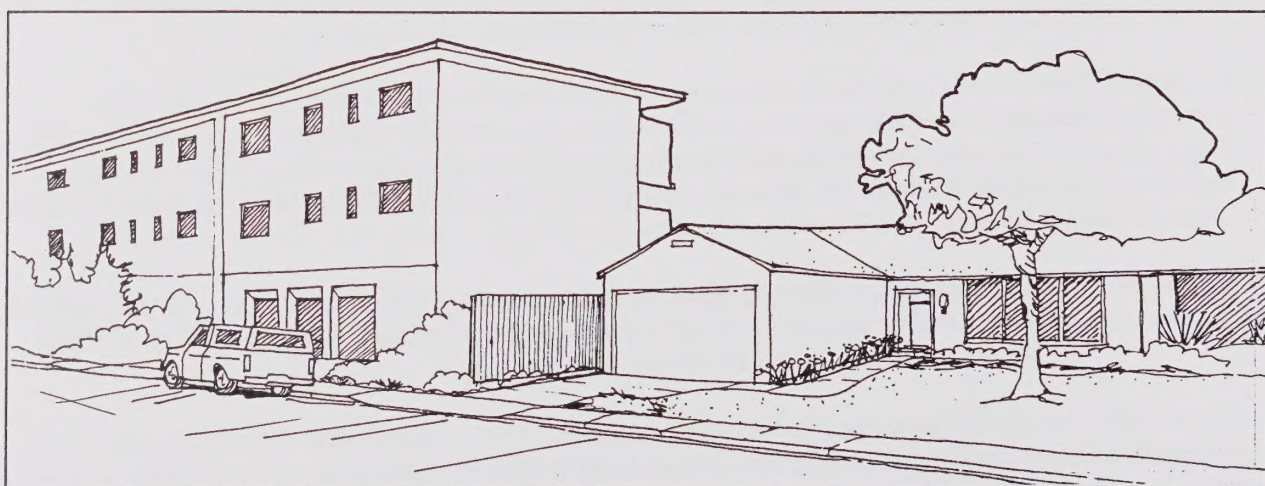
MULTI-FAMILY HOUSING

The character of the neighborhood is one of the most important parts of a residential area. Five factors contribute to the character of residential areas: the scale of the buildings, the materials used in construction, the style of the buildings, the relationship of the buildings to the street and the landscaping and open space.

1. SCALE OF BUILDINGS.

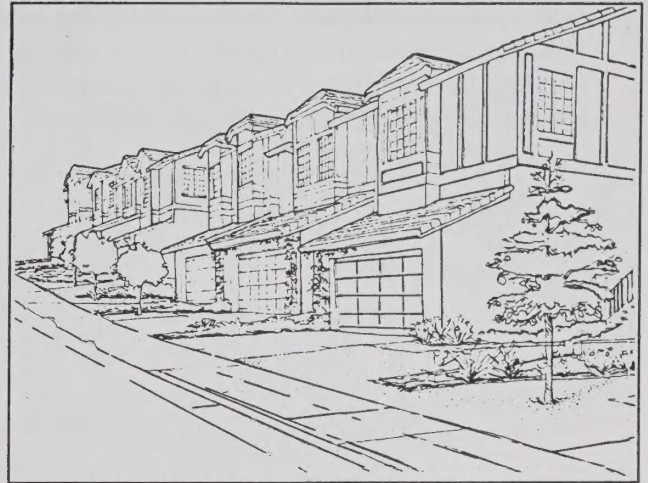
The scale refers to the height, width and bulk of the buildings. Single-family homes and small multi-family buildings which dominate many of these zones are typically one or two stories in height and range in width from 25 to 60 feet. This height, width and spacing between the buildings establishes a scale and rhythm of building for the neighborhood.

The zoning code encourages large scale development by permitting higher densities as parcel size increases. As parcels are combined, larger buildings with more units are built. As a result, the scale of the neighborhood is often destroyed.



Single and multi-family buildings with conflicting scales.

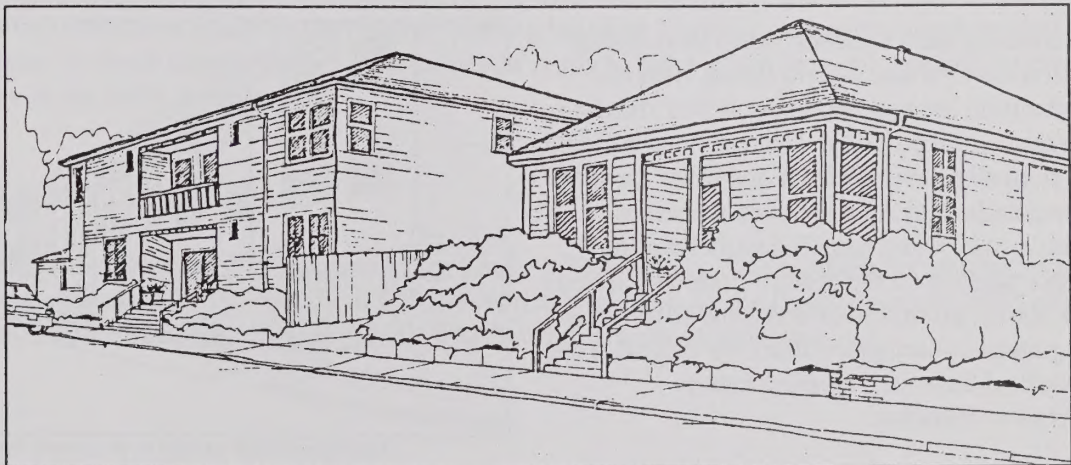
When a building maintains the rhythm and proportion of the neighborhood by visually breaking up the building face it complements and strengthens the neighborhood. This can be accomplished by stepping the building back, providing cut-outs in the building facade, providing bay windows or changing the roof line. The scale could be further matched by providing a reduced street-wall height along the street frontage to match the neighborhood.



Multi-family housing with divided facades

2. & 3. BUILDING STYLE AND MATERIALS.

The style of building architecture, quality of construction and type of exterior building materials can have an effect on how a building fits in to a neighborhood. In neighborhoods where most buildings utilize the same type of materials or style of architecture, new development should respect the style of the buildings and use similar materials. Doing this strengthens the character of the area. In areas where there is a greater mix of styles or materials, this becomes less important.



Single and multi-family buildings with similar materials and architectural style

The San Mateo Senior Center completed in July, 1990, has been constructed with several design features that make it complement the character of the surrounding single-family neighborhood. The mass of the building has been broken up into several smaller forms that are similar in size to the adjacent houses, the building has roof slopes and window treatments common to the area, and siding, roof and trim materials are similar to those found in the neighborhood.



San Mateo Senior Center

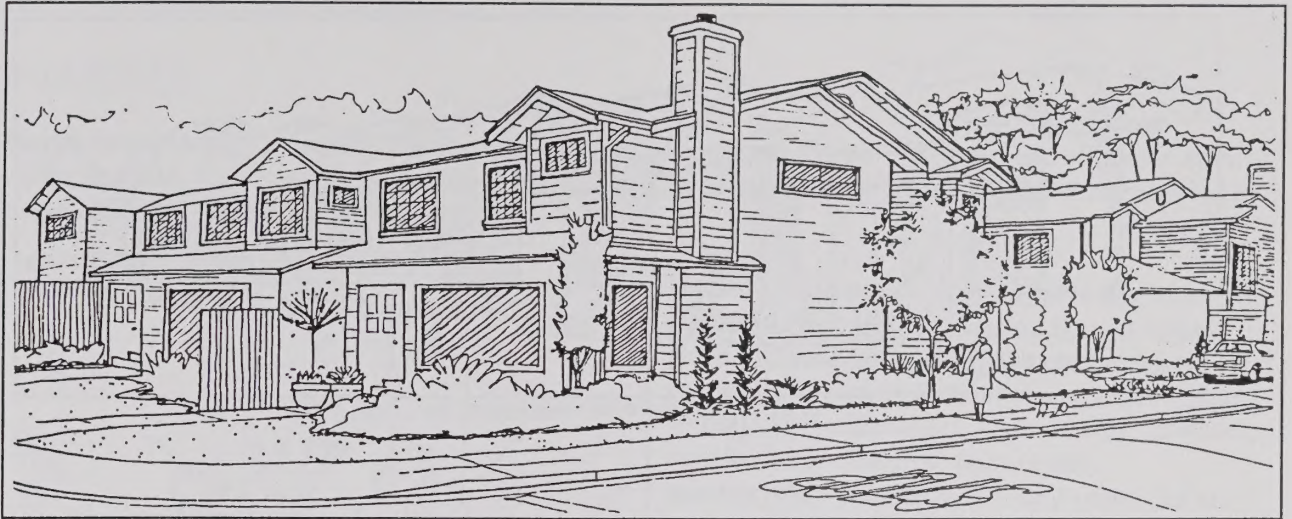
4. RELATIONSHIP OF BUILDING TO THE STREET.

Single-family homes in San Mateo have living levels on the first and second floors, with the garage within the main building or free standing at the rear of the property. Ground floor building walls typically have windows and other forms of facade details, making a residential presence very obvious. When a multi-family building provides parking on the ground floor with living levels above, ground floor walls are often blank. Living areas are separated from the ground level, gardens and the street, creating a more anonymous character.



Building with only garages on the ground floor

A residential character at street level can be achieved by locating parking underground or at the rear of the parcel, providing adequate architectural detailing of the ground level, or providing individual dwelling entrances at the street level to give each unit contact with the ground level and gardens.



Multi-family building with ground level living areas

5. LANDSCAPING AND OPEN SPACE.

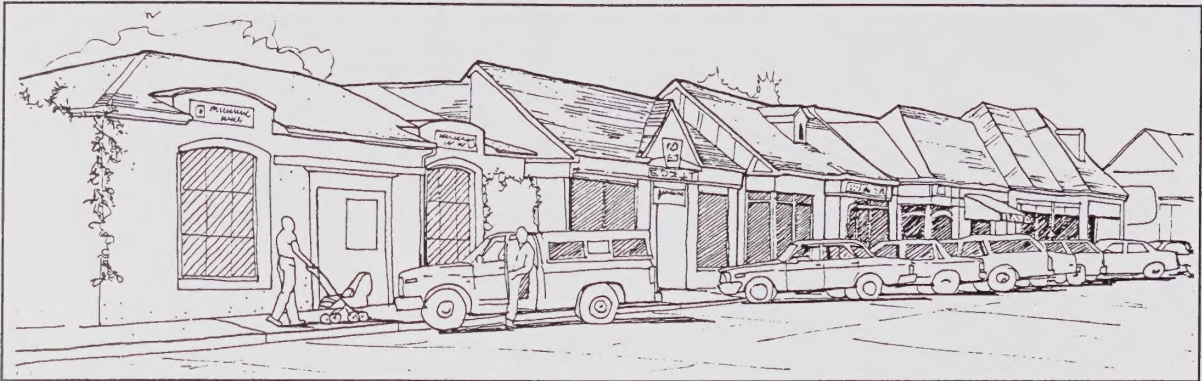
San Mateo's strong landscaped character is formed by mature street trees and ample building setbacks. Varied building forms and glimpses of side and rear gardens also add to the quality of landscaping. Multi-family projects with required open space often meet their open space requirement with only minimal building setbacks and balconies. Both types offer little garden space for private use or public view. Better open space could be provided by varying building forms to create useable courtyard and garden space, by more closely defining the quality of required open space or by not permitting required open space in the setback areas.

COMMERCIAL AREAS

Commercial streets represent a large part of the image of San Mateo. Visual character and pedestrian activity are two general but very important qualities that contribute to the livability and vitality of a commercial street. The following are factors that contribute to these qualities.

1. SITING.

How the building, parking and pedestrian spaces are oriented on a site can have a strong effect on its appearance and use.

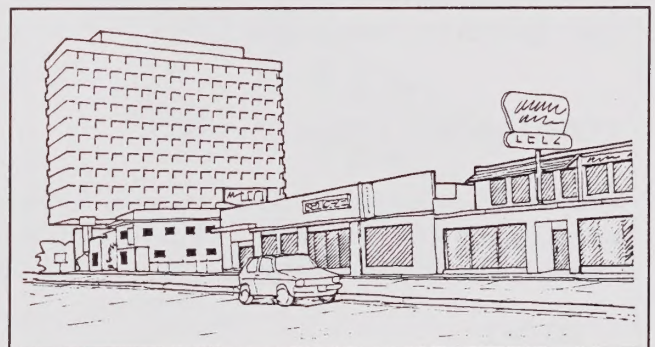


Retail shops located at the street property line

A building that sits at or near the street property line provides visual interest for drivers and pedestrians and a sense of street enclosure. Parking should be located towards the rear of the parcel, helping to buffer the commercial areas from adjoining residential uses. Buildings that are located at the rear of the parcel typically feature a parking lot along the street. The parking lot is generally unattractive. It also eliminates any desire for on street parking, reducing any pedestrian activity on the sidewalk. The street also develops much more visual clutter due to varied building setbacks, more exposed building faces and the need for free-standing signage adjacent to the street.

2. FORM.

The quality of a street is composed of an aggregation of all its pieces. Each building has the ability to contribute to the visual character or detract from it. A street with buildings of greatly varying heights and widths appears confusing. Larger buildings appear more important and smaller buildings appear out of place. Buildings that have generally the same proportions can have variation in size, style and design but will still be perceived as being organized as a whole. A larger building may visually fit with smaller buildings if it adopts the form or spacing of the facade width and height set up by neighboring buildings. This can be done by providing breaks in the street facade or building form, or by adopting a window or detailing pattern common to the area.



Buildings with large variation in form

San Mateo's commercial areas are generally not dominated by a particular style but have a variety of designs that can work together. When a style is introduced that has a very strong individual character, such as a trademark roof design or large symbolic arches, it detracts from the surrounding structures and stands out. As more of these types of structures are added, more visual clutter is created as each competes

for attention. Buildings with a particular corporate image are also less adaptable to change over time, as their style often dictates a particular use or service.

3. ACTIVITY.

People are obviously a necessary part of any successful commercial area. The presence of people attracts others and adds to the excitement of the area. The design of commercial areas should include provisions to make people want to be there and be seen.



People are attracted by comfortable spaces and interesting things to look at and do. As stated above, placing the building toward the front property line near on-street parking helps create activity on the sidewalk. The sidewalk, however, must be wide enough to comfortably accommodate pedestrians. Many sidewalks are too narrow for commercial areas, particularly when they are shared by utility poles, fire hydrants and news boxes. Pedestrians also need places to sit, protection from the sun by trees or awnings and interesting things to look at. Building materials that provide interest at close range should be used where people walk next to buildings. Buildings with glass on the first floor display retail goods or show how the ground floor is used. Blank walls should be avoided at street level. The design of the ground level should always consider the needs of pedestrians.

D. DESIGN - GOALS AND POLICIES

DESIGN GOALS

- Goal 3:** Maintain and enhance the existing character and physical quality of residential neighborhoods through the appropriate design of new housing and additions.
- Goal 4:** Improve the visual character, livability and vitality of commercial areas.

DESIGN POLICIES

- UD 2.1: Multi-Family Design.** Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.

The building scale, materials, style, open space, location of parking and lot size are factors that have been identified that affect the quality of residential areas.

- UD 2.2: Building Scale.** Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacings common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.

Neighborhoods in San Mateo have a building scale that is formed by facade widths of about 30 to 50 feet and the spaces between the buildings. New construction can visually fit into a neighborhood when it recognizes and adopts this scale. This can be accomplished by stepping a building back a few feet every 30 to 50 feet, adding cut-outs in the building facade, providing bay windows, changing the roof line and height, or adopting a window or detailing pattern common to the area.

- UD 2.3: Style and Materials.** Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.

The type of building style and materials used can have an effect on how a building fits in with a neighborhood. In neighborhoods where the type of materials or style of architecture are very homogeneous, new development should respect the style of the buildings and use similar materials. Doing this strengthens the character of the area.

UD 2.4: Multi-Family Parking. Encourage new multi-family developments to place parking underground or towards the rear of the parcel to avoid blank, ground floor walls and to screen views of parking from the street.

When buildings have a blank wall or row of garages on the ground floor it creates an anonymous, non-residential character. By encouraging parking to be underground or at the rear of the parcel, living space or dwelling unit entrances and windows can be located on the ground floor. Adequate architectural detailing of the ground level can also improve the relationship of the building to the street.

UD 2.5: Multi-Family Open Space. Require that a portion of required open space be useable for passive or active recreation.

Multi-family open space requirements are often met with minimal setbacks and small private balconies. In some projects there is little useable open space. By redefining required open space, multi-family developments will more often meet the open space needs of the residents and add to the quality of the neighborhood.

UD 2.6: Orient Buildings Toward the Street. Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and the use of on-street parking. Locate required parking towards the side and rear of parcels.

Buildings that are located towards the rear of a parcel with parking in front create a cluttered appearance from free standing signage, parking areas and many exposed building faces. They also discourage pedestrian activity by placing a parking lot between the street/sidewalk and the building. Buildings located at the street provide visual interest for motorists and pedestrians, encourage pedestrian activity by being located next to the sidewalk and on-street parking, and provide a sense of street enclosure. Placing the parking towards the rear of the parcel also helps to buffer adjoining residential uses.

UD 2.7: Respect Existing Scale. Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

A street composed of buildings with greatly varying height and width proportions appears confusing. Larger buildings appear more important and smaller buildings appear out of place. Larger buildings may be successfully added if they adopt the scale of neighboring building forms by providing breaks in the building facade, or by adopting a window or detailing pattern common to the area.

UD 2.8: Trademark Building Forms. Discourage 'signature' or trademark building forms or colors where they would contribute to the visual clutter of the area.

Trademark building forms and colors detract from other buildings by unnecessarily standing out. These should not be permitted if they cause visual clutter.

UD 2.9: Pedestrian Oriented Design. On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.

UD 2.10: Outdoor Display and Eating. To add visual interest and activity to commercial areas, encourage the outdoor display of plants, books and food, and restaurant seating areas.

UD 2.11: Vendors. Encourage outdoor food and plant vendors in the Downtown.

Attracting people is an essential key to any commercial area. Inclusion of the items discussed in policies 2.9 through 2.11 will make a more lively environment by encouraging pedestrian activity. These improvements will make commercial areas more comfortable to walk through and interesting to be in. In 1994, the City adopted zoning code regulations for outdoor seating and display of retail goods.

City Image

FIGURE UD-1

- MAJOR FOCAL POINTS 
- MINOR FOCAL POINTS 
- PROPOSED GATEWAY FEATURE 
- FREEWAY CORRIDOR 
- MAJOR CORRIDOR 
- MINOR CORRIDOR 
- RAILROAD CORRIDOR 
- DISTANT VISTA 



GENERAL PLAN
 LAND USE
 ELEMENT
 CITY
 OF
 SAN
 MATEO

NORTH 

1200 600 300 0

CONS./PARKS & REC.



VI. Conservation Open Space, Parks & Recreation

A. INTRODUCTION

The Conservation and Open Space Element (C/OS) sets forth the City's goals and policies to the year 2010 regarding the development, management, and preservation of San Mateo's natural, cultural, and recreational resources.

This Element combines conservation and open space topics required by State law with related non-mandatory topics which have been considered important to the physical development of the City, including parks and recreation facilities and historic structures. Appendix K outlines State-mandated issues and their relationship to San Mateo's C/OS Element.

Figure C/OS-1 illustrates the type and nature of open space in San Mateo as defined by State law. "Open-space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use and which is designated on a local, regional, or state open-space plan as one or more of four types of use. Specifically, these four types of open space uses are as follows:

Open Space for Preservation of Natural Resources. This includes areas required for plant and animal habitat or for ecological and scientific study. In San Mateo these open spaces include the Bay Marshes, San Mateo Creek, and Sugarloaf Mountain.

Open Space for Managed Production of Resources. This includes forest and agricultural lands, water bodies important to the management of commercial fisheries, and mineral deposits. San Mateo does not include any such areas.

Open Space for Outdoor Recreation. This includes parks and areas of scenic and cultural value, stream banks, trails, and other links between open spaces. In San Mateo these open spaces include Marina Lagoon, designated private land reserves, and a variety of park sites.

Open Space for Public Health and Safety. This includes areas which require special management because of hazardous conditions such as unstable soils, fire risk, fault zones, or flood. In San Mateo these open spaces include portions of the shoreline, Sugarloaf, and San Mateo Creek.

B. BACKGROUND

This section summarizes the setting for the goals and policies of this Element. The Conservation and Open Space Background Report (March, 1989) provides more detailed information.

NATURAL RESOURCES

The significant natural resource areas in San Mateo are the Bay Shoreline, Marina Lagoon, Sugarloaf Mountain, San Mateo and Laurel creeks, and certain undeveloped private lands which provide open space and wildlife habitat.

The Bay Shoreline.

The City limits of San Mateo include roughly 1,200 acres of bay waters and some three miles of shoreline. Most of the Bay frontage is owned by the City of San Mateo and the County of San Mateo, with some properties held in private ownership. The portion under City jurisdiction is the subject of the Shoreline Parks Specific Plan adopted in 1979. The Plan's goals include the improvement of the shoreline, provision of public access, and enhancement of marsh vegetation and wildlife habitat.



The Bay Conservation and Development Commission has rated the San Mateo shoreline as "high" for value as waterfowl habitat. The largest tidal marsh area, and the City's most significant wetland, is the 50-acre "Bay Marshes" off-shore in the southeast corner of the City adjacent to Foster City. Harvestable shellfish beds exist off of Coyote Point Park and the Bayfront.

Any adverse impacts that the City has on the Bay's water quality are most likely to come from urban runoff which enters the Bay untreated. Sources of runoff are residential streets, commercial operations, parking lots, and industrial processes; while not yet characterized in San Mateo, the runoff is assumed to include significant amounts of oils, grease, acids, heavy metals, pesticides, nutrients, litter, and bacteria.

Marina Lagoon.

Marina Lagoon is 185 acres in size and approximately 4.5 miles long. While the lagoon primarily serves a flood control purpose, it also has recreational, aesthetic and wildlife value. The Lagoon includes a small (.4 acre) island at the mouth of the former Seal Slough which supports roosting, nesting, and feeding shorebirds and waterfowl. Like the Bay, Marina Lagoon receives urban runoff directly. The Lagoon has been significantly affected in summer by algae blooms and aquatic weed growth caused by high nutrient levels.

Creeks and Channels.

San Mateo's creeks have in large part been channelized, culverted, or subjected to development well within their riparian corridors. Well vegetated sections do exist, however, and though non-contiguous, support bird life, amphibians, small mammals, and some fish. (Figure C/OS-2).

The exact status of water quality in the creeks and channels has not been specifically characterized but is generally thought to be poor. The reason for this is that channels carrying urban runoff generally deliver oils, grease, and metals; those channels which also drain undeveloped areas carry higher levels of coliform and suspended solids. To improve the quality of its runoff, San Mateo joined the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). This program takes a broad-based approach to the reduction of stormwater pollution by addressing activities in municipal maintenance, commercial and industrial business, construction and new development, illicit discharges, and public information. Its strategy is to keep pollution from entering the storm drain system and the Bay.



San Mateo Creek is the largest channel crossing the City; almost 75% of the creek's length is above ground and well vegetated. The Water Quality Control Plan for the San Francisco Bay Basin Region recognizes San Mateo Creek for its current value as groundwater recharge, wildlife habitat, and fish migration; the Creek is listed as having "areas of Special Biological Significance". The upper Creek, however, is dammed, and the creek carries only seasonal flows.

San Mateo Creek is the only channel for which a concentrated planning effort has been undertaken. Pursuant to the 1985 Downtown Plan, a comprehensive study of the Creek was completed and includes recommendations regarding flood control improvements and park development. The Shoreline Park Master Plan addresses the east end of the Creek by proposing improvements from US 101 to the Bay.

The upper reaches of Laurel Creek are within the Sugarloaf Mountain area. The natural character of Sugarloaf Mountain helps to reduce runoff and erosion into Laurel Creek. The Creek divides into two branches, each flanking Sugarloaf and having a flood control dam in place. The two significant interruptions of the riparian corridor occur in the vicinity of El Camino Real (SR 82) and through the center of the San Mateo Village area. There appear to be opportunities for enhancement of other stretches of Laurel Creek since the Creek passes through or is adjacent to a number of public facilities -- parks, schools, and a library.

Other notable creeks are the scenic Edgewood Creek, which parallels Edgewood Road as it crosses along private yards, and the small but relatively natural Beresford Creek, which flows from the canyons south of Campus Drive to the 19th Avenue Channel. Other channels, partially lined or artificial, flow through the City; potential for aesthetic and habitat improvement is generally thought to exist but has not been studied.

Sugarloaf Mountain.

In 1977, the Sugarloaf Specific Plan was adopted proposing that approximately 225 acres be maintained as general open space and public recreation. In 1988 the City purchased the site. The proximity of this open space to intense urban development and its relationship to Laurel Creek makes Sugarloaf the City's most valuable inland natural resource, having scenic value, potential for outdoor recreation, and valuable wildlife habitat, and serving public health and safety by reducing runoff and erosion in the Laurel Creek watershed. The City's 37-acre Laurelwood Park is part of Sugarloaf Mountain and occupies the upper reaches and north side of Laurel Creek.



Within this area, there occurs five vegetative communities each contributing valuable wildlife habitat: grassland, shrub-chaparral, woodland, oldfield succession, and riparian.

Private Lands/Western Hills.

Among the City's private or semi-public land holdings, there are a few significant reservoirs of vegetation and habitat. Within the City's sphere of influence there are roughly 400 acres of open space, grasslands and woodlands in the unincorporated Highlands area.

Approximately 12 acres of undeveloped oak and shrub land are located on the northeast side of Campus Drive; the bulk of the land is known as the "Callan site". On the south side of Campus Drive is

approximately 20 acres of undeveloped land; this steep canyon includes oak and shrub acreage connecting with the Beresford Creek riparian corridor to provide valuable habitat.

Finally, extensive woodlands in and around the College of San Mateo continue the habitat and open spaces of Hillsborough into the City of San Mateo.

Threatened and Endangered Species.

A variety of plant, bird, reptile, insect, and mammal species of concern have been associated with the San Mateo area. Figure C/OS-3 displays, for designated species, the location of documented sitings and areas in which conditions exist such that species could possibly be found. The status and general habitat of each plant and animal species of concern (including those not yet designated) can be found in Appendices L and M; federal and state designations are defined in the Glossary.

Over half of the animal species of concern exist in marsh and shoreline habitat, a resource area that the City has jurisdiction over in terms of enhancement, interpretation, and access. The remaining animal species and virtually all of the plant species exist in grasslands, creeks and canyons; jurisdiction over these remaining areas is variable. Nevertheless, the City of San Mateo has management control over Sugarloaf and parts of San Mateo and Laurel creeks; the City can make decisions regarding development on private lands, such as Callan and CSM, and may review and provide comments on developments in unincorporated areas.

URBAN RESOURCES

Urban resources significant to San Mateo are "Heritage Trees", street trees, public open spaces, pedestrian trails, scenic roadways, and archaeological and historical resources.

Heritage Trees.

In 1968, the City adopted a Heritage Tree ordinance (amended 1984) with the intent of preserving as many of these significant trees as possible through the regulation of removal and pruning. A Heritage Tree is defined, in part, as one which is of historical significance or which has a trunk with a diameter of 10 inches or more, if indigenous, and 16 inches or more for all other trees, as measured at 48 inches above natural grade. The ordinance also applies to a stand of trees, the nature of which makes each tree dependent upon the others for survival. These regulations affect both undeveloped and developed properties. When a tree qualifying as a Heritage Tree is removed for new construction, the owner must plant additional vegetation on site or pay a fee to the City based on the calculated value of the tree removed.

Street Trees

The planting, maintenance care, and removal of street trees is governed by the City's Municipal Code. The intent of the Street Trees Ordinance is to foster the planting of trees, to promote aesthetic value of streets, and to provide an orderly means of maintaining the trees. The Parks and Recreation Department is responsible for administering the street tree program, which includes over 30,000 trees on roadways, in street-side planter strips, and, in some cases, on private property.

No person may trim, remove, or plant a street tree without a permit from the Parks and Recreation Department. When a permit for removal is granted, the tree must be replaced. A Street Tree Master Plan has been prepared pursuant to the Ordinance; the Plan stipulates the specific species that may be planted on each block throughout the City.

Public Open Space in Private Developments.

The City of San Mateo Zoning Code includes open space requirements for planned developments (residential and non-residential), projects in a variety of multi-family zones, and projects in the Central Business District. The Code offers bonuses for the provision of open spaces in the R-5 multi-family district and requires landscaped open space in the executive office districts. These ordinances have few design criteria and do not include provisions for maintenance of public areas.

While many buildings in San Mateo provide attractively landscaped areas at street level, few streetside open spaces or plazas work well for pedestrians. Most are either too exposed to elements or too barren to attract pedestrians, shoppers, and others.

Pedestrian Trails.

Convenient, safe, and scenic walking trails and pedestrian routes serve citizens by providing for travel, recreation, and exercise. There are two significant trails within the City limits: Bayfront (Shoreline) and Laurelwood. The Bayfront trail will become part of the City's planned Shoreline Park and the "Bay Trail" system now being planned around San Francisco and San Pablo Bays. Two trails cross through Laurelwood Park and will connect with Sugarloaf Mountain area and be a potential Ridge Trail link. Other significant trails related to San Mateo, but outside the City, include Sawyer Camp and Crystal Springs. San Mateo Creek, crossing the City from the DeAnza Expedition Site to the Bay, is a potential pedestrian and bicycle amenity to the Downtown, a link to Caltrain, and a connection to the Shoreline in conjunction with the Third Avenue/US 101 interchange. Crystal Springs Road is also a significant potential pedestrian trail. If made more useable and safe for pedestrians, Crystal Springs would be a key link between the City and the Reservoir trails, and in combination with San Mateo Creek, a key link between the developing Bay and Ridge Trails. The Circulation Element of this General Plan reviews the entire Bikeways system in San Mateo.

Scenic Roadways.

In 1989, the City of San Mateo did not include any officially designated scenic highways (State) or roadways (local). There are, however, notable roadways within and adjacent to the City (Figure C/OS-4) which offer views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines among other sights. Visual liabilities include inconsistent vegetation and poorly screened development. Those roadways considered to have existing or potential scenic value are J. Arthur Younger Freeway (SR 92), J. Hart Clinton Drive, Alameda de las Pulgas, Crystal Springs Road, and Polhemus Road.

Historical Resources.

The establishment of the Downtown at B Street and Third Avenue as a result of the arrival of the railroad is one key to the development character and history of the City. The second key is the establishment of estates and country homes in San Mateo during the 1800's and then the subdivision of those estates in the early 1900's. As a result of this early start in suburbanization, San Mateo has many historically

significant buildings, structures, and landmark sites. Individual buildings of distinction are important to San Mateo's economy and quality of life. These structures contribute to neighborhood identity and cultural diversity; they add to the overall character of the City and the viability of the City for new businesses. Over the years, significant buildings have been lost to fire, demolition, or neglect. Interest in preservation of these structures among City residents has grown over the last few years.

In 1988 a historic building survey was commissioned by the City Council and performed by a private consultant in conjunction with the San Mateo County Historical Association. This survey work confirms that San Mateo is a "mature" community; there are almost 4,500 residential properties over 50 years old. The Survey identified some 200 historically significant buildings. Approximately 37 of these structures are individually eligible for the National Register of Historic Places (Figures C/OS-5a and 5b). The final Survey Report (1989) identified these structures along with all buildings of local significance and areas which could be classified as historic districts; all surveyed structures are mapped in the Report.

Because of the large number of structures, the Survey focused primarily on the oldest neighborhoods, most of which are located east of El Camino Real (SR 82). Survey efforts were concentrated in the traditional downtown area, particularly along B Street and Third Avenue, and the neighborhoods of Central, East San Mateo, Hayward Park, San Mateo Heights, and North Central. Other areas west of El Camino Real (SR 82) and south of Hayward Park through 25th Avenue were visually surveyed only. One area of particular note not included in the full Survey is San Mateo Park. This neighborhood includes some 900 structures and warrants further study as a historic district in the future.

Archaeological Resources

The City of San Mateo has an exciting past. It was initially the home of Ohlone Indians, on the path of Spanish explorers, the first European settlement in San Mateo County, and incorporated as a town before 1900.

It is known that the Ohlone congregated near San Mateo Creek and the Bay Marshes. A 1983 archaeological survey concluded that while soil removal and construction have eliminated most aboveground shellmounds, good potential still exists for the presence of undisturbed subsurface archaeological deposits at surveyed sites. It was also concluded that high research potential exists for sites adjacent to San Mateo Creek.

The City has been mapped for "archaeological sensitivity". The "high sensitivity" zone includes recorded archaeological sites and the immediate area which are favorable sites. The "medium sensitivity" zone includes areas surrounding the high sensitivity areas and other locales where, while no sites are recorded, the settings are similar to those where recorded sites do occur. The majority of the City is in a "low sensitivity" zone wherein archaeological resources are not generally expected but may occur. (Because of concerns over the looting of sites, this map is available only for inspection in the Planning Division office.)

PARKS AND RECREATION

The City operates a variety of park facilities including playgrounds, ballfields, turf areas, courts, picnic areas, and gardens along with five community centers, a senior center, two swim centers, an aquatic park,

and a golf course. Diverse programs are offered year round at these facilities for pre-schoolers, youths, teens, adults, and seniors.

Recreation Programs.

The Parks and Recreation Department strives to provide a comprehensive program of activities for all age and interest groups. Staff also works with other organizations in their efforts to provide human services programs. The primary service needs in San Mateo have been identified as relating to seniors, teens, youth, and those interested in cultural arts. A challenge to providing recreational services in the City is the changing composition of the population. Over the past 20 years, San Mateo has become a more ethnically diverse and older community; both trends are expected to continue.

City Facilities.

The City has 30 park sites, three open space areas, and two inaccessible open space areas. Figure C/OS-6 displays the locations and classification of existing and currently planned park facilities. Table C/OS-1 outlines acreage information, and the Standards section includes a description of park classifications.

An accepted method of evaluating the adequacy of recreation facilities is through the establishment of standards relating facilities to population; these standards can be acreage general or facility specific. This Plan sets a goal of an overall acreage standard of 6.0 acres/1,000 population. This is consistent with the average standard in Bay Area communities (5.4 acres/1,000), the average acres available in California communities (6.5 acres/1,000), and suggested national standards (6.5-10 acres/1,000). San Mateo's 6.0-acre goal consists of 1.5 acres of neighborhood parkland per 1,000 persons and 4.5 acres of community and regional parkland per 1,000 persons.

Recent City projections of population for the year 2010 estimate approximately 100,600 residents in the incorporated City and Sphere of Influence. With this population and designated neighborhood and community parkland, the City would have 3.29 acres/1,000 persons (Table C/OS-2).

**TABLE C/OS-1
PARK ACREAGES AND CLASSIFICATIONS**

Park Type and Name	Developed Acreage	Undeveloped Acreage
Mini-Parks		
Bay Tree	.4	-
Concar	.4	-
Dale	-	1.1
DeAnza	1.4	-
Hayward Park	.2	-
Sunnybrae	.4	-
Washington	1.1	-
	<u>3.9</u>	<u>1.1</u>

**TABLE C/OS-1
PARK ACREAGES AND CLASSIFICATIONS**

Park Type and Name	Developed Acreage	Undeveloped Acreage
Neighborhood		
Borel	-	1.6
Casanova	1.4	-
East Hillsdale	2.1	-
Fiesta Meadows	4.7	-
Gateway	1.9	-
Harborview	2.5	-
Indian Springs	2.7	-
Laguna Vista	-	2.0
Laurie Meadows	5.3	-
Mariner's Island	4.0	-
Ryder Park	2.1	-
Trinta	2.0	-
West Hillsdale	1.6	-
	<u>30.3</u>	<u>3.6</u>
Community		
Bayside/Joinville	20.5	-
Beresford	18.5	-
Central	16.3	-
King	6.1	-
Lakeshore	4.2	-
Los Prados	12.6	-
Parkside Aquatic	3.4	-
Senior Center	1.3	-
Shoreview	4.8	-
Tidelands	-	10.9
	<u>87.7</u>	<u>10.9</u>
Regional		
Shoreline	-	33.8
Bayfront	-	31.4
Seal Point	-	28.9
Between Seal Point/Third Ave.	<u>0</u>	<u>94.1</u>
Open Space		
Sugarloaf/Laurelwood	0	225.3
Inaccessible Open Space		
Bay Marshes	-	54.5
Timberland	-	1.8
	<u>0</u>	<u>56.3</u>
Total	121.9	391.3

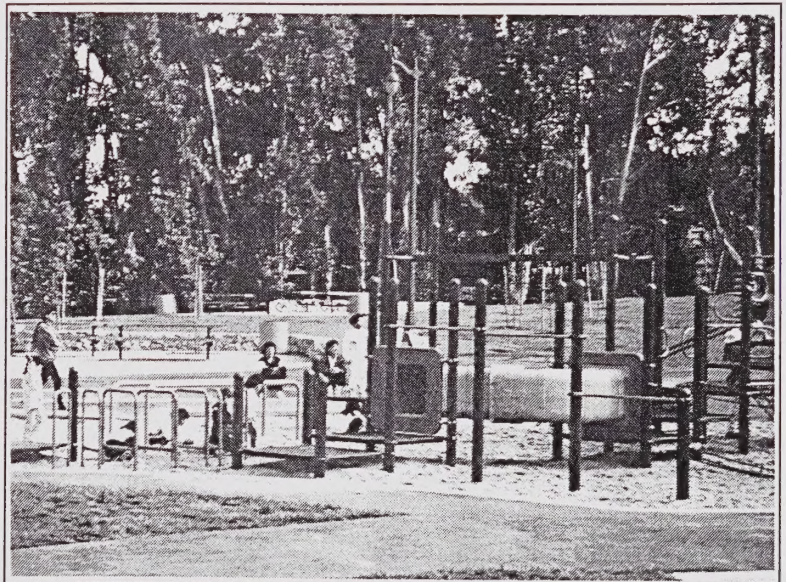
TABLE C/OS-2
ACREAGE AND POPULATION ANALYSIS

Year 2010 Population Projection: 100,600 Residents
City and Unincorporated Area

Neighborhood and Mini-Parks	38.9 Acres	
Neighborhood Portion of Community Parks	44.0 Acres	
Total	82.9 Acres	0.82/1,000 Residents
	Standard	1.50/1,000 Residents
Community and Regional Parks*	248.7 Acres	2.47/1,000 Residents
	Standard	4.50/1,000 Residents
Neighborhood and Community Total	331.6 Acres	3.29/1,000 Residents
	Standard	6.00/1,000 Residents
Accessible Open Space	226 Acres	2.25/1,000 Residents
	Standard	0
Inaccessible Open Space	56.3 Acres	0.56/1,000 Residents
	Standard	0
Open Space Total	282.3 Acres	2.81/1,000 Residents
	Standard	0

* Includes 100 acres of Coyote Point Park in the total. This total, however, does not include four acres each of the 11 Community/Regional Parks (total 44 acres). This acreage has been included in the Neighborhood Park total in order to quantify the neighborhood value and contribution of Community Parks.

San Mateo's parkland, while providing for diverse interests, is significantly inadequate to meet current and future community recreation needs. (For specific requirements, see the Standards Section following Parks and Recreation Policies.) School facilities are heavily relied upon to augment City facilities. (Park and school facilities are inventoried in Appendices N and O.) More than one-half of the soccer, tennis, swimming, and adult hardball facilities and all but one of the gymnasiums are located at schools. Unfortunately, in many cases schools sites are of reduced value because of restricted availability, inadequate



maintenance, or limited facilities. Even considering all school facilities available, the inventory of active facilities is inadequate to meet current and future needs in several key areas.

Thirty of 33 planning areas lack one or more of the recreation facilities considered desirable in a neighborhood. Neighborhoods south of SR 92 between El Camino Real (SR 82) and US 101, west of El Camino Real (SR 82) and north of SR 92, east of the railroad tracks between SR 92 and the Downtown, and northwest of downtown San Mateo in particular have inadequate parkland. The northwest sector of the City (located north of SR 92 and west of US 101) will likely experience the greatest increase in population and density, exacerbating the acreage per population deficit unless additional parkland is acquired. The best opportunities for acquisition and dedication exist adjacent to San Mateo Creek and adjacent to and including school sites and the Bay Meadows Practice Track. (Figure C/OS-7.)

School Sites.

As stated above, there is heavy reliance on school facilities; in many cases facilities are not able to be used to their full potential. Several means for improving the quality and availability of school facilities exist, including cooperative maintenance, development or redevelopment agreements, and purchase of closed school sites. Table C/OS-3 outlines the ranking of priorities of issues to be considered when evaluating school properties. These priorities would be applied in future consideration of City participation in school property use, maintenance, and redevelopment.

In-Lieu Fees, Taxes, and Dedications.

Pursuant to the Subdivision Map Act, local governments may exact land dedications, in-lieu fees, or a combination of both for park and recreation purposes as a condition of approving a subdivision map. The City has done so, through ordinance, for residential projects since 1969. The amount of in-lieu fees collected is based upon the size and nature of the project.

TABLE C/OS-3
EVALUATION CRITERIA FOR SCHOOL FACILITIES

This table outlines the criteria to be considered when evaluating the priority of City involvement with school facilities as recreational resources. The lettered items are relevant issues; the numbered items are the priorities of certain impacts within those issues.

A. Status of Facility and Type of Action.

1. Prevent facilities from becoming unusable.
2. Make unusable facilities usable.
3. Prevent facilities from becoming marginal.
4. Add new facilities.
5. Upgrade marginal facilities.
6. Prevent good facilities from degrading.
7. Upgrade adequate facilities.

B. Classification of Facility.

1. Meets Citywide and neighborhood needs.
- 2a. Meets Citywide needs.
- 2b. Meets neighborhood needs.

C. Impact on Standards.

1. Reduces deficit in standard.
2. Contributes to meeting standard.
3. Clear surplus of facility type exists.

D. Cost Type.

1. Capital outlay only.
2. Ongoing maintenance only.
3. Capital outlay and ongoing maintenance.

E. Cost Contribution Ratio.

1. School major, City minor.
2. School/City 50%/50%.
3. School minor, City major.
4. City 100%

F. Cost Benefit Ratio.

1. Benefit +.
2. Balance.
3. Cost +.

Various residential construction projects are subject to Park and Recreation Land and Facilities tax, in place by ordinance since 1972. Parkland fees on commercial development are also allowed in California; strict requirements are in place which require a clear connection between the impact of commercial development on facility needs, the fee, and the use of the fee. San Mateo does not have such a fee. Day care fees have also been designed to mitigate development impacts on community services. Though not used in San Mateo, local governments have been empowered to enact such fees.

A limited number of sites have been acquired through the City's dedication ordinance. Most future growth of San Mateo will occur as a result of redevelopment, since there is little vacant land available in the City. Redevelopment may provide smaller scale opportunities for dedications along San Mateo Creek and adjacent to existing parks or schools.

C. GOALS AND POLICIES

NATURAL RESOURCES

GOAL 1: Protect and enhance the City's natural resource areas which provide plant and animal habitat.

GOAL 2: Conserve the City's open spaces which provide or could provide aesthetic and recreation benefits for current and future residents.

POLICIES:

1. BAY SHORELINE AND MARINA LAGOON.

C/OS 1.1: **Lagoon Habitat.** Enhance the wildlife habitat value of Marina Lagoon, whenever possible, in conjunction with recreational use and flood control management activities.

C/OS 1.2: **Bird Island.** Maintain "Bird Island" as a bird nesting and breeding site.

Management decisions regarding Marina Lagoon have focused on recreational uses and flood control needs. Decisions regarding access, boating, water levels, chemical use, and construction, among others, also impact wildlife habitat; Policy 1.1 directs that habitat values also be considered in decision making and that enhancement be an objective of management. The companion Policy 1.2 directs that Bird Island be managed for its habitat value.

C/OS 1.3: **Interpretive Opportunities.** Promote public awareness of the value and care of the Lagoon and Shoreline through on-site interpretive programs or outdoor displays which are in character with the adjacent open spaces.

Greater public understanding of the Shoreline and Lagoon is key to maintaining habitat values, water quality, safety, and public support of City programs; Policy 1.3 promotes interpretive programs.

C/OS 1.4: **Shoreline Parks Master Plan.** Designate implementation of the Shoreline Parks Master Plan as a high City priority.

Implementation of the Shoreline Parks Master Plan will require significant time, effort, and funding; Policy 1.4 directs the City to place this program as a high priority in budget and staff decision making.

Implementation: C/OS 1.1 Lagoon Habitat, C/OS 1.2 Bird Island, C/OS 1.3 Interpretive Opportunities, and C/OS 1.4 Shoreline Parks Master Plan.

The City is working through the San Mateo County Stormwater Pollution Prevention Program (STOPPP) to increase the quality of runoff flowing into Marina Lagoon, and thus improve the quality of the lagoon for all users.

The Draft Landfill Closure Plan has been submitted to the State for approval. Approval from the Army Corps of Engineers, San Francisco Bay Conservation and Development Commission, and the California Integrated Waste Management Board is being pursued. Upon approval of the Dump Closure Plan and the availability of funding for construction, operation, and maintenance, work on the Shoreline Parks Master Plan, incorporating the above policies, will be reinitiated.

Finalization and implementation of the Shoreline Parks Master Plan will proceed once demands for renovation projects lessen and funds for improvements and ongoing maintenance become identified. Trail enhancements along the edge of the landfill are included as part of the initial closure plan which should begin within the next 4-6 years.

Lead: Public Works Department and Parks and Recreation Department.
(1999-2001)

C/OS 1.5: Conversion of Incompatible Uses. Encourage the conversion of existing land uses which are not compatible with adjacent Lagoon or wetlands to permitted compatible uses.

The adopted Land Use Element and Shoreline Park and Detroit Drive Plans, as well as the Shoreline Zoning District allow for a limited number of recreation related land uses. Some land uses not directly related to recreation or marine areas can be compatible with the shoreline and Lagoon environment. Similarly, uses and development types which are not compatible due to concerns about noise, runoff, habitat, and aesthetics should be restricted.

Implementation: C\OS 1.5 Conversion of Incompatible Uses.

This policy is implemented as specific development proposals are processed. However, existing legal, nonconforming uses would be allowed to continue for the life of the use.

Lead: Planning Division and Parks and Recreation Department.
(Ongoing)

C/OS 1.6: Public Access. Continue to require public access from new developments adjacent to the Lagoon and Shoreline consistent with the Shoreline Park Specific Plan.

Conditions requiring access to and along the bank of the Lagoon have been required of new developments since 1979. Policy 1.6 affirms the importance of public access; no change in existing access requirements is being made. However, access requirements must conform to current legal constraints.

Implementation: C/OS 1.6 Public Access.

Public access is required as a condition of approval for any planning application located adjacent to the Lagoon or Shoreline.

Lead: Planning Division and Parks and Recreation Department
(Ongoing)

2. CREEKS AND CHANNELS.

C/OS 2.1: Aesthetic and Habitat Values -- Selected Creeks. Preserve and enhance the aesthetic and habitat values of San Mateo, Laurel and Beresford creeks and other City-owned channels in all activities affecting these creeks.

C/OS 2.2: Aesthetic and Habitat Values -- General. Preserve and enhance the aesthetic and habitat values of privately owned sections of all other creeks and channels, shown in Figure C/OS-2, whenever cost effective or whenever these values outweigh economic considerations.

San Mateo, Laurel, and Beresford creeks have been identified as having significant natural values. Policy 2.1 directs that aesthetic and habitat considerations be a part of all activities affecting these creeks; revegetation, erosion control, and adequate setbacks are among the possible actions. Further, while other City-owned channels have not been considered as providing much scenic or wildlife opportunities, significant potential exists; Policy 2.1 directs that these values be a part of channel management. Other creeks that cross through private property are worthy of protection and enhancement; implementation of such measures is promoted by Policy 2.2 with consideration of cost in the development process.

C/OS 2.3: Hydrologic Impacts. Ensure that improvement to creeks and other waterways do not cause adverse hydrologic impacts on upstream or downstream portions of the subject creek; comply with Safety Element Policy S-2.1 regarding flood control.

Any alteration within or adjacent to a creek may affect upstream or downstream channel conditions; Policy 2.3 directs that adverse hydrologic impacts be avoided or mitigated.

Implementation: C/OS 2.1 Aesthetic and Habitat Values -- Selected Creeks, C/OS 2.2 Aesthetic and Habitat Values -- General, C/OS 2.3 Hydrologic Impacts.

These policies are implemented on a project by project basis as development adjacent to creeks and waterways is proposed. Compliance with San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) is emphasized.

Lead: Planning Division, Public Works Department, and Parks and Recreation Department.
(Ongoing)

C/OS 2.4: New Creekside Development Requirements. Require that new creekside development include the following:

- a. Adequate setback from the creek bank for flood control as directed by the Safety Element Policy S-2.2.

- b. Protection or enhancement of riparian vegetation and water (including stormwater) quality.
- c. Dedication of maintenance/bank stabilization easement in exchange for City assumption of maintenance responsibility.
- d. Dedication of a public access easement where possible and desirable.

C/OS 2.5: Creekside Development Density. Require that new development on creekside lots be of a bulk and density appropriate to the buildable portion of the subject lot through the adoption of specific provisions for the calculation of density, floor area ratio (FAR) and setbacks.

In order to ensure safe, sensitive treatment of creekside development, Policy 2.4 directs that habitat enhancement, maintenance, flood control, and access be accounted for in the design and construction of projects adjacent to creeks. Creekside lots are impacted to varying degrees by the size and location of the creek channel which generally represents unbuildable area of a parcel; inclusion of this area in density calculations results in overbuilding on the remaining portion of the parcel. Considering this, Policy 2.5 directs that regulations be developed which would assist in the design of projects on creekside lots.

Implementation: C/OS 2.4 New Creekside Development Requirements, C/OS 2.5 Creekside Development Density.

San Mateo Creek setbacks were established as part of the Revised Downtown Specific Plan in 1993. Development of standards for other creeks is listed in the Planning Division's work program. Development adjacent to creeks is reviewed on a case by case basis with respect to setbacks, protection of the environment, and maintenance easements.

Lead: Planning Division, Public Works Department, and Parks and Recreation Department.
(Project review ongoing - Development of creek standards estimated by 1997)

C/OS 2.6: Water Quality. Maintain the highest possible level of water quality reasonable for an urban environment in City creeks and channels through the provision of administrative, maintenance, and treatment measures; at a minimum, water quality levels must meet Environmental Protection Agency (EPA) standards, allow for limited water recreation and sustain aquatic/wildlife habitat appropriate to the water flow in the channel; the more stringent requirements applicable to contact water recreation would apply to Marina Lagoon.

The City's creeks and channels (including Marina Lagoon) carry urban runoff and solid waste through the City degrading aesthetic, habitat, and recreation values; Policy 2.6 directs that water quality be a management objective. The minimum acceptable level of water quality is set by the EPA and includes the ability to maintain aquatic and aquatic dependant habitat and to allow at least limited water recreation. Non-contact recreation includes picnicking, hiking, boating, sightseeing, and interpretive study. Contact recreation includes swimming.

Implementation: C/OS 2.6 Water Quality.

The Public Works Department maintains water quality of Marina Lagoon adequate for recreational use (swimming and boating) by pumping in sea water to keep the Lagoon water from stagnating. This helps to prevent mosquitoes, algae growth and siltation.

Lead: Public Works Department
(Ongoing)

C/OS 2.7: San Mateo Creek Property Acquisitions. Acquire properties, as available, along San Mateo Creek between Railroad Avenue and the shoreline as shown in Figure C/OS-2 to provide for adequate flood control and the creation of a creekside park.

Both the Downtown Plan and the Shoreline Parks Master Plan promote park development and flood control along San Mateo Creek; Policy 2.7 directs necessary City acquisition for those purposes. (Note: Related Safety Policy S-2.4.)

Implementation: C/OS 2.7 San Mateo Creek Property Acquisitions.

Although properties were acquired along the creek to develop Gateway Park, future property acquisition for a creekside park will depend upon available funds and consideration of high priority renovation needs of existing parks.

Lead: Parks and Recreation Department
(Ongoing)

3. HILLSIDES.

C/OS 3.1: Hillside Development Principles. Minimize the impact of hillside development through conformance with the City's Zoning and Site Development Codes, and by utilizing the following principles:

- a. Limit the development of steep slopes through conformance with City regulations which consider slope in the determination of appropriate minimum lot area for subdivisions and parcel maps, permitted floor area ratio (FAR), and density of multi-family development.
- b. Cluster development to preserve steep slopes as private or common open spaces.
- c. Preserve the form of the existing topography by limiting cuts and fills, and the height and visibility of new development.
- d. Comply with Safety Element Policies S-1.1, S 1.2, and 1.3 regarding site stability.

C/OS 3.2: Low-Impact Development. Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.

Great care is needed in the design and construction of development on hillside properties if stability, aesthetics, and habitat are to be maintained. Policy 3.1 directs that subdivision and development potential

be determined, in part, by the steepness of slope on this subject site. It further directs that development proposals be designed to minimize grading, and adverse visual impacts. Policy 3.2 directs that alteration of topography and habitat be minimized on all terrain in the City.

Implementation: C/OS 3.1 Hillside Development Principles, C/OS 3.2 Low Impact Development.

The Land Use Plan, Building Height Plan and Building Intensity Plan take into account topographic forms and natural features in designating appropriate land uses, building heights and intensities/densities. The City's Site Development Code, Zoning Code, and environmental review process are used on a project-by-project basis to implement these policies during the planning application and building permit process.

Lead: Planning Division, Public Works Department, and Building Division.
(Ongoing)

4. SUGARLOAF MOUNTAIN.

C/OS 4.1: Sugarloaf Mountain Master Plan. Proceed with finalization and implementation of the master plan for Sugarloaf Mountain as demands for renovation projects lessen and funds for improvement become available. Incorporate into the master plan the following principles: minimal structures; maximum open space; emphasis on natural environment; preservation of the Laurel Creek watershed; erosion protection and fire protection management.

C/OS 4.2: Public Uses. Provide for public access, study, and recreation opportunities on Sugarloaf Mountain consistent with its natural setting through development of a management plan which ensures that significant natural qualities and habitat are protected.

C/OS 4.3: Interpretive Opportunities. Promote public awareness of the value and care of Sugarloaf Mountain through on-site interpretive programs or displays which are in character with the open space.

Sugarloaf Mountain is a significant regional resource. Policy 4.1 designates management as a City priority once the demands for improvements to existing facilities are reduced. Policies 4.2 and 4.3 direct that Sugarloaf be managed as open space but remain accessible to the public and include interpretive opportunities to promote further appreciation of the site.

Implementation: C/OS 4.1 Sugarloaf Mountain Master Plan, C/OS 4.2 Public Uses, C/OS Interpretive Opportunities.

With higher planning and implementation priorities given to immediate renovation projects (playgrounds, irrigation infrastructure, etc.), it is anticipated that the Sugarloaf Master Plan will receive high priority attention in two years. Policies pertaining to public uses and interpretive opportunities will be implemented in conjunction with development of the Sugarloaf Master Plan.

Lead: Parks and Recreation Department
(Master Plan development 1997-98).

5. THREATENED AND ENDANGERED SPECIES.

C/OS 5.1: Interjurisdiction Coordination. Promote coordination with adjacent jurisdictions to protect critical wildlife habitat.

Many species of concern have habitat crossing City boundaries, in the San Mateo sphere of influence, or which could otherwise be affected by adjacent city development. Policy 5.1 directs coordination and shared information with San Mateo's neighbors.

C/OS 5.2: Site Evaluations. Require independent professional evaluation of sites during the environmental review process for any public or private development located within known or potential habitat of species designated by state and federal agencies as rare, threatened, or endangered, as shown on Figure C/OS-3 and as amended if new species are so designated.

Policy 5.2 affirms the City's commitment to protecting threatened or endangered species.

Implementation: C/OS 5.1 Interjurisdiction Coordination, C/OS 5.2 Site Evaluations.

Impacts on wildlife habitats and rare, threatened or endangered species are assessed on a project-by-project basis, during the environmental review phase of the development review process. Environmental documents for projects located adjacent to City boundaries are reviewed by those jurisdictions regarding wildlife issues.
Lead; Planning Division
(Ongoing)

URBAN RESOURCES

GOAL 3: Protect heritage trees and human-made elements of the urban environment which reflect the City's history and contribute to the quality of life.

GOAL 4: Expand the aesthetic and functional contributions made to the urban environment by public open spaces, trail systems, scenic roadways, and street trees and plantings.

POLICIES:

6. HERITAGE TREES.

C/OS 6.1: Tree Preservation. Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.

C/OS 6.2: Replacement Planting. Require significant replacement planting when the removal of heritage trees is permitted.

Preservation of heritage trees is a major concern in San Mateo; Policy 6.1 directs that these trees be preserved according to the regulations adopted as part of the City's Heritage Tree Ordinance. The

ordinance requires review and approval of pruning and/or removal of heritage trees by the City Landscape Superintendent. Factors such as tree condition (disease, threat to public health, safety, and welfare), topography, reasonable economic enjoyment of the property, and impacts on soil erosion and on the number of trees in the neighborhood are evaluated in the determination made by the City Landscape Superintendent. Policy 6.2 directs that when heritage trees must be removed, significant replacement trees, of a species and a size as to have an optimum opportunity for survival, must be planted; the determination of size and species will be made by the City Landscape Superintendent.

C/OS 6.3: New Development Requirements. Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.

C/OS 6.4: Tree and Stand Retention. Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.

Even trees scheduled to remain on site may be damaged during construction or later through the maintenance of other landscaping. Policy 6.3 directs that plans demonstrate both the protection of trees during construction and the siting of structures and the selection of landscape materials so as to not adversely affect remaining heritage trees. Policy 6.4 similarly directs that designs for new development preserve stands of trees.

C/OS 6.5: Public Awareness. Pursue public awareness/education programs concerning the identification, care, and regulation of heritage trees.

All efforts at protecting heritage trees will be aided by increased public knowledge as directed by Policy 6.5.

C/OS 6.6: New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.

C/OS 6.7: Street Tree Planting. Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.

C/OS 6.8: Street Tree Preservation. Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.

San Mateo is a "Tree City". In order to enhance the visual quality and enjoyment of City streets, policies 6.6, 6.7, and 6.8 direct efforts at a more coordinated and comprehensive street planting plan. Creative private and joint-venture planting programs should be considered. Strong neighborhood commitment to keeping trees in good condition and discouraging illegal removal is needed for an expanded program to work.

7. ARCHAEOLOGICAL RESOURCES.

C/OS 7.1: Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.

Known and potential sites of archaeological resources have been identified in the 1983 Chavez investigation. The critical time for protection of these sites is prior to the construction process. In order to assist property owners, developers, and the City make an appropriate decision when archaeological resources may be affected, specific procedures for investigation of high and medium sensitivity sites must be established. All determinations of level of sensitivity are to be based on the 1983 Chavez investigation unless superseded by future investigation. An additional source of the degree of significance along with the type of research needed is the California Archaeological Inventory Northwest Information Center. By agreement with the State of California Office of Historic Preservation, the Center is the official repository of archaeological site information for San Mateo County. The Inventory conducts project-specific reviews which evaluate the potential for impact on archaeological resources and determines whether or not further study is warranted.

8. HISTORICAL RESOURCES.

C/OS 8.1: Historic Preservation. Preserve, where feasible, historic buildings as follows:

- a. Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application for site development.
- b. Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.
- c. Require that all exterior renovations of historic buildings conform with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.
- d. Historic building shall mean buildings which are on or individually eligible for the National Register or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report. The City Council by resolution may add or delete any building which it finds does, or does not, meet the criteria for the National Register or other criteria defined by the City Council to establish buildings of local historical significance.

C/OS 8.2: Historic Districts. Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.

The City currently has two identified historic districts, the Downtown Historic District and the Glazenwood Historic District. The Downtown area is of particular importance and interest with respect to historic structures. Overall, the Downtown maintains a 1930's character. The residential neighborhood of Glazenwood has remained a striking early 1920's development of Spanish Colonial Revival homes. Other areas of the City may contain buildings of exceptional architectural interest or capture the flavor of local

historical periods. In consideration of future historic districts, specific regulations to maintain historic character shall be developed.

C/OS 8.3: Structure Rehabilitation. Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds. (Note: Related Safety Policy S-1.5.)

Historic buildings generally warrant special consideration when structural alterations are planned (or required, as in the case of unreinforced masonry buildings) or the site is planned for redevelopment. Policy 8.3 directs that alternative codes that have been developed by the State of California and the International Conference of Building Officials be considered for application with designated structures. Policy 8.3 also requires that such buildings be given a priority for City rehabilitation loans or grants.

C/OS 8.4: Inventory Maintenance. Establish and maintain an inventory of architecturally, culturally, and historically significant structures and sites.

C/OS 8.5: Public Awareness. Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

The 1989 Historic Building Survey is the first and critical step in establishing and maintaining a record of the City's remaining historic resources. The Survey inventory provides a reliable source of documentation for City staff and the public when creating a preservation ordinance, reviewing development proposals in historically sensitive areas, and educating the community about its history. Without maintenance, the inventory becomes unreliable and unusable. Other direct measures of public awareness are available to the City particularly through the County Historical Association and interested groups of residents and business persons. An awareness among residents that preservation is important and possible is necessary for the City to maintain its special identity and its continuity with the past.

9. SCENIC ROADWAYS AND PEDESTRIAN TRAILS.

C/OS 9.1: Development Requirements. Require new developments to protect and enhance the character of scenic roadways and trails designated on Figure C/OS-4, including but not limited to treatment of signs and screening, land uses, and preservation of view corridors.

New development or redevelopment on parcels adjacent to scenic roadways or trails is an opportunity for design which protects the existing scenic qualities of the roadway or improves on those qualities. Policy 9.1 directs that developments avoid or mitigate adverse visual impacts which might be created particularly by grading, signage, and heights above the ridgeline.

Implementation: C/OS 9.1 Development Requirements.

This policy is implemented on a project-by-project basis as individual planning applications are reviewed by the City.

Lead: Planning Division.

(Ongoing)

C/OS 9.2: Enhancement of Gateways. Enhance all City gateways. In particular, create a gateway statement at Third Avenue/US 101, J. Hart Clinton Drive at the Foster City city limit, El

Camino Real (SR 82) at Peninsula Avenue and 42nd Avenue, SR 92 at El Camino Real (SR 82), and Hillsdale Boulevard. Develop a master plan for gateway treatment. (Note: Related Urban Design Policy UD-1.3.)

Major entrances to San Mateo create an image of the City. Policy 9.2 directs that positive gateway statements be created to foster a positive image of the City. A master plan for gateway treatment would consider landscaping and signage and would apply to public and private projects.

Implementation: C/OS 9.2 Enhancement of Gateways.

No schedule for adoption of a master plan has been developed. However, this would not preclude coordination of gateway features as they may be designed and constructed on an individual basis as funds become available. Construction on the downtown gateway entry feature on Third Avenue and Humboldt Street will begin upon completion of the bridge replacement project.

Lead: Public Works Department, Planning Division

(Master plan and individual projects are ongoing. Downtown entry feature - 1996)

C/OS 9.3: Crystal Springs Road Access. Pursue safe pedestrian/bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.

Crystal Springs Road represents a significant link between San Mateo and the watershed trails. Policy 9.3 directs the City to pursue cooperative methods of creating a safe, attractive trail.

C/OS 9.4: Interjurisdiction Coordination. Support the coordination of adjacent jurisdictions in the development of bicycle and pedestrian trails, the connection of trails in San Francisco watershed lands, the development of Bay Trail and Ridge Trail systems, and potential connections into the City of Belmont in the development of a trail system with Sugarloaf Mountain.

All of the major trails in the San Mateo area require cooperation of several jurisdictions. Policy 9.4 affirms the City's support for trail development.

Implementation: C/OS 9.3 Crystal Springs Road Access, C/OS 9.4 Interjurisdiction Coordination.

San Mateo acts as staff to the City/County Association of Government Bicycle and Pedestrian Advisory Committee. Cooperation with other jurisdictions in the development of bicycle and pedestrian trails occurs on a regular basis as funds become available for trail design and construction.

Lead: Public Works Department.

(Ongoing)

10. URBAN OPEN SPACES.

C/OS 10.1: Public Open Space Design Criteria. Review existing zoning regulations for opportunities to further promote better design and use of public open spaces in new developments through the establishment of design criteria. (Note: Related Urban Design policies UD-2.9, 2.10.)

Streetside, public open spaces are an important element in the urban environment both functionally and aesthetically. New developments should consider location, amenities, exposure, visual interest, and landscaping in the design. Policy 10.1 directs that existing design criteria for public open spaces be improved.

Implementation: C/OS 10.1 Public Open Space Design Criteria.

Zoning Code amendments establishing design criteria for open spaces will be part of the comprehensive rewrite of the City's Zoning Code.

Lead: Planning Division, Parks and Recreation Department.

(Initiation of Zoning Code rewrite scheduled for late 1995)

PARKS AND RECREATION

- GOAL 5:** Provide a comprehensive park and recreation system of programs and facilities based on the needs of the City's residents of all ages and interests by including active, passive, social, educational, and cultural opportunities.
- GOAL 6:** Develop a balanced program of acquisition, cooperative school agreements, development and redevelopment to preserve open space and to improve community recreation opportunities, particularly in areas determined to have unmet needs.
- GOAL 7:** Maintain and upgrade park infrastructure to optimize its value in meeting community recreation needs and cost effectiveness of its operation.
- GOAL 8:** Utilize school sites to augment City recreation facilities, particularly in those geographic and interest areas where existing City facilities have not met community needs.

POLICIES:

11. RECREATION PROGRAMS.

- C/OS 11.1: Continuum of Participation.** Provide for a continuum of participation from youth to adult with opportunities in a variety of interest areas at each age range.
- C/OS 11.2: Convenience versus Scope.** Consider the issues of neighborhood convenience versus scope of service and its effect on the needs of children, adults, and seniors when implementing recreation programs.

A comprehensive recreation program should provide, in addition to a variety of programs, a progression of programs through skill levels and age groups as directed by Policy 11.1. For example, in sports, children may attend a motor skills development class, youths may participate in junior baseball, and adults play in softball league. Policy 11.2 directs attention to the appropriate balance between how conveniently activities are provided, and the scope, or comprehensiveness of the program. This balance point may vary depending upon the age of patrons, budgetary constraints, and other factors. For instance,

convenient programs are of more importance for youths than for adults, who have more independent transportation.

C/OS 11.3: Cooperation with Other Agencies. Seek collaborative relationships with other agencies within the community that provide recreation and related human services so that holistic approaches to the needs of children and families may be fully maximized.

Good communication with other providers can lead to more efficient and effective overall service delivery.

C/OS 11.4: Youth Services. Enhance the provision of youth services that promote the following goals and values: positive social interactions; improved self-esteem; skill development; and opportunities to positively contribute to the community.

C/OS 11.5: Cultural Arts. Ensure that citizens enjoy a variety of opportunities for arts and cultural participation that meet individual desires for instruction, performance, and/or exhibition.

C/OS 11.6: Senior Activities. To the extent financially feasible, maximize the provision of services to older adults through implementation of the recommendations of the Master Plan for Senior Services and through the senior center by providing convenient access, facilitating efforts to improve transportation services, and providing outreach programs to outlying community centers.

Policies 11.4 - 11.6 direct action in three program areas which are targeted for increased resources and programs: youth, seniors, and cultural arts. These three represent the areas of greatest expressed interest and concern of residents in 1988 and 1989. The nature of recreation programs, in particular youth programs, fluctuates with trends; this requires Parks staff to be sensitive to changing needs. Recreation services are an essential element in providing positive experiences for today's youth. The near term focus for cultural arts is on the City's continued support of the efforts of City Arts, with a long term vision of a potential Cultural Center in the Downtown area. Seniors programming is focusing on outreach and accessibility issues along with expansion of services in conjunction with completion of the Senior Center.

C/OS 11.7: Disabled Persons Activities. Provide adequate recreational opportunities and facilities for disabled populations.

An important aspect of a comprehensive recreation program is accessibility for the disabled which should be provided through adequate facilities and programs and mainstreaming efforts. Mainstreaming efforts attempt to involve the disabled in basic programs by improving accessibility to those programs, rather than only providing specialized programs for disabled alone.

C/OS 11.8: Public Information. Communicate the benefits and value park and recreation services bring in making San Mateo a more livable, economically viable, and socially responsible community. Maximize publicity in programs and services that promote public knowledge of the services available.

Policy 11.8 directs a multi-faceted, on-going and effective public information effort to ensure that the public is aware of the multitude of services available and their locations.

12. PARK AND RECREATION FACILITIES.

- C/OS 12.1: Facility Standards.** Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.

Standards are established to provide a guide for the types of facilities that a community ought to have. Specific standards for San Mateo directed by Policy 12.1 have been developed that are based upon general norms and the unique needs of San Mateo.
(Standards Section following Policies.)

Implementation: C/OS 12.1 Facility Standards.

These standards were adopted as part of the Parks and Recreation Element of the General Plan and will be used in developing priorities for the long term capital improvement.

Lead: Parks and Recreation Department
(Ongoing)

- C/OS 12.2: Neighborhood Needs.** Provide for neighborhood needs in both neighborhood and community parks.

- C/OS 12.3: Formal and Informal Activities.** Provide a balance between formal, organized City or community group activities and less formal drop-in recreational usage of facilities. Generally, community facilities should be utilized more for organized activities, while neighborhood facilities should provide primarily for less formal use.

Our society continues to establish and participate in more active organized and formal forms of recreation. Policies 12.2 and 12.3 direct that this growing need be accommodated but not to the detriment of informal, drop-in and passive enjoyment of parklands.

Implementation: C/OS 12.2 Neighborhood Needs, C/OS 12.3 Formal and Informal Activities.

The Lakeshore Park Master Plan was designed to insure that community-wide facilities, i.e. little league ballfields were being provided while at the same time being sensitive to less structured neighborhood needs, such as drop-in picnic tables and multi-purpose fields. The Shoreview Park Master Plan also provides for organized as well as drop-in facilities. Renovation of existing facilities and the creation of new facilities will be designed and reviewed as to compliance with these policies.

Lead: Parks and Recreation Department.
(Ongoing)

- C/OS 12.4: Compatible Public Use.** Provide for public access, study, and recreation opportunities at the Shoreline, Sugarloaf Mountain, San Mateo and Laurel creeks that are compatible with their setting and natural attributes; ensure that significant natural qualities and habitat are protected.

Natural and habitat areas are limited in San Mateo; what exists should be protected. Policy 12.4 directs that compatible recreational uses be incorporated where possible and used to enrich our understanding and appreciation of the environment.

Implementation: C/OS 12.4 Compatible Public Use.

The master plan for Sugarloaf Mountain will consider public use opportunities. The Shoreline Parks Master Plan includes public access with pedestrian and bicycle trails, and identifies wetlands areas to be enhanced thereby providing future educational opportunities. The Gateway Park project incorporates public access and recreational opportunities along San Mateo Creek. Construction of these facilities will incorporate master plan amenities, while preserving natural attributes, qualities, and habitats.

Lead: Parks and Recreation Department. (Ongoing)

C/OS 12.5: Resident Priority. Provide use and reservation policies that give priority to residents of San Mateo; in particular, ensure that regional usage of Sugarloaf and Shoreline does not diminish resident opportunities to use these facilities.

Many city facilities and programs are regionally popular; Policy 12.5 directs that San Mateo residents receive ample, priority opportunities to use such areas.

Implementation: C/OS 12.5 Resident Priority.

San Mateo residents continue to receive priority for registration in recreation activities, picnic facility reservations and building reservations (where there are multiple requesters). Non-resident fees and program access shall be established to maximize the total net revenue produced by their participation without unduly impacting the opportunity for San Mateo residents to enjoy their facilities and programs.

Lead: Parks and Recreation Department.
(Ongoing)

C/OS 12.6: Park Preservation. Preserve existing parklands, open spaces and the golf course for open space and recreational use.

Existing parkland has been found to be inadequate to meet community needs, and protection of what is available is of significant importance. As the population of San Mateo increases and new development continues, preservation of open space to provide recreational opportunities, aesthetic values and community quality will also increase in importance. The golf course is among the busiest in the State, serving over 100,000 rounds per year, clearly establishing its value to the community.

Implementation: C/OS 12.6 Park Preservation.

All existing parklands and open space areas have been preserved and maintained for open space and recreational use; no such areas have been converted to other land uses. The City continues to assess parkland and open space needs for use by the citizens of San Mateo.

Lead: Parks and Recreation Department.
(Ongoing)

13. MAINTENANCE.

C/OS 13.1: Maintenance for Safety and Use. Maintain developed facilities in a satisfactory manner to promote and optimize positive use and prevent degradation of those facilities; particular priority should be given to ensuring that equipment and facilities are maintained in safe condition.

Poorly maintained facilities and uncorrected vandalism encourage further degradation and inhibit positive uses; prompt action directed by Policy 13.1 helps to stem further destruction.

C/OS 13.2: Rehabilitation Priorities. Give priority to Capital Improvement Program projects that rehabilitate facilities that have become or will become costly to maintain, only marginally usable, or unusable without action.

C/OS 13.3: Site Modification. Review site facilities and layout to determine if they effectively meet needs and standards and whether modification would provide significant benefits in relation to costs when existing parks undergo reconstruction and rehabilitation.

The need to rehabilitate existing, aging infrastructure is critical, particularly in a relatively mature park system. Policy 13.3 directs that at the time of any major rehabilitation, an examination be conducted of how appropriate and effective the existing facilities and layout are, and whether new needs have evolved that should be addressed.

Implementation: C/OS 13.1 Maintenance for Safety and Use, C/OS 13.2 Rehabilitation Priorities, C/OS 13.3 Site Modification.

Priority within the long term Capital Improvement Program has been given to renovation and rehabilitation projects which upgrade children's playgrounds and enhance their safety and accessibility. The Master Plan for Lakeshore Park is compatible with City adopted standards. These standards will be used during the

Capital Improvement Program budget preparation process and the master plan process for future park renovation projects.

Lead: Parks and Recreation Department
(Ongoing)

C/OS 13.4: Neighborhood Assistance. Promote neighborhood and community clean-up and development assistance at park sites and landscaped areas.

Neighborhood involvement increases pride and sense of ownership of facilities which can supplement City resources; Policy 13.4 directs City promotion of such involvement.

Implementation: C/OS 13.4 Neighborhood Assistance.

A number of neighborhoods have expressed interest in participating with the City in collaborative improvement projects to City parks, such as Washington, Concar, Bay Tree, and Ryder parks. The City will continue to seek neighborhood support for island and oval beautification projects.

Lead: Parks and Recreation Department
(Ongoing)

14. ACQUISITION, DEDICATION, AND DEVELOPMENT.

- C/OS 14.1: Location Criteria.** Consider the location of a potential parkland in determining whether to acquire or accept a particular site. Locations which are centrally located, easily accessible, or located in underserved areas should receive highest priority.
- C/OS 14.2: Location Priorities.** Give acquisition and development priority to those areas found to have a deficit of neighborhood park space, particularly the area north of Downtown and west of the railroad tracks, from the Gateway area south to SR 92; San Mateo Village; the Aragon/Baywood area; the Bay Meadows practice track if residential development occurs there; and any additional areas which may be identified in the future.
- C/OS 14.3: Incremental Acquisition.** Give high priority to incremental acquisition of land for park purposes, as it becomes available.
- C/OS 14.4: Acreage Standards.** Acquire or accept for dedication parkland acreage in accordance with the Park and Recreation Facility Standards.
- C/OS 14.5: City-wide Facilities.** Give development priority to the following significant City-wide facilities, assuming all school facilities remain usable and accessible; at least two multi-use athletic turf areas including at least one diamond suitable for adult baseball, multi-use indoor gymnasium space, and a cultural arts facility.

A comparison of available facilities and reasonable community standards uncovers a number of deficits which are identified in Policies 14.1, 14.2, and 14.5. In attempting to address those deficits, it must be recognized that available open space with park and recreation potential is very limited. Creative ways of obtaining additional land will need to be employed. One possible strategy is incremental acquisition, directed by Policy 14.3, which is recommended for San Mateo Creek where properties will be purchased individually as they become available. In acquiring or accepting parkland, it will be critical to ensure that the properties meet the acreage Standard as directed by Policy 14.4. (Standards Section following Policies.)

Implementation: C/OS 14.1 Location Criteria, 14.2 Location Priorities, C/OS 14.3 Incremental Acquisition, C/OS 14.4 Acreage Standards, C/OS 14.5 City-wide Facilities.

The City has not accepted, acquired or developed new undeveloped parkland acreage within the past five years. All efforts have been directed towards improving existing infrastructure rather than on additional acquisition or new development. The development of significant City-wide facilities were included as unmet needs during the preparation of the Long Term Capital

Improvement Program. Development at Bay Meadows and Fashion Island may lead to the creation of new parks and recreation facilities.

Lead: Parks and Recreation Department
(Ongoing)

- C/OS 14.6: Area Studies and Specific Plans.** Include direction in Area Studies and Specific Plans, prepared for new development or redevelopment of portions of the City, that adverse impacts on existing park sites and recreation services will be avoided or mitigated.

Policy 14.6 intends that in-progress and future planning efforts for specific portions of the City take a comprehensive view of impacts on recreation facilities and services resulting from increased worker or resident population pursuant to the plans and that the plans provide for the prevention or mitigation of such impacts.

Implementation: C/OS 14.6 Area Studies and Specific Plans.

The recently adopted Downtown Specific Plan includes policies both calling for the provision of adequate open space in new developments and protection of existing open space areas, such as Central Park. Individual projects and area-wide master or specific plans are reviewed on a case-by-case basis as to impacts on recreation facilities and services.

Lead: Planning Division, Parks and recreation Department.
(Ongoing)

- C/OS 14.7: Master Planning.** Adopt a master plan for all undeveloped parks and for those parks over 2 acres in size prior to development or major redevelopment. Consult with residents and users prior to initiating improvements that impact major use areas, i.e. playgrounds, ballfields; interim uses may be conducted if such uses will not adversely impact or limit potential permanent uses.

Prior to permanent redevelopment of parklands over 2 acres in size and the development of new parks, a master plan incorporating community input should be developed and adopted to maximize the value of the improvements and ensure that they meet community needs. On smaller parks under 2 acres, the key to providing needed services for the immediate community is to interact with the neighbors surrounding the parks, rather than prepare a full park master plan.

Implementation: C/OS 14.7 Master Planning.

Resident input will be solicited for all park improvements in accordance with this policy including playground improvements at Washington, Concar, Bay Tree, and Ryder parks.

Lead: Parks and Recreation Department
(Ongoing)

- C/OS 14.8: Water Conservation.** Utilize native and drought tolerant plant species to the greatest extent possible where compatible with use and aesthetic considerations; employ efficient irrigation systems; utilize reclaimed water to the greatest possible extent when technically and economically feasible; reserve space at the Water Quality Control Plant for reclaimed water treatment.

Policy 14.8 responds to the expectation that future water costs will continue to rise, while water availability will become more restrictive. This will increase the cost of maintaining public park facilities, and, particularly in drought years, could threaten the City's capital investment in its facilities. Water conservation techniques, such as improving irrigation efficiency, using drought tolerant species where possible, and reusing treated wastewater, will need to be employed to ensure that irrigation needs are met.

15. SCHOOL FACILITIES AS RECREATION RESOURCES.

- C/OS 15.1: Shared Use.** Encourage schools to make their facilities available for City and community-sponsored activities to the greatest extent possible.
- C/OS 15.2: Cooperative Agreements.** Assist in ensuring the availability of school facilities for community recreation through cooperative agreements with school districts for ongoing scheduling, maintenance, rehabilitation, or development.
- C/OS 15.3: Site Purchases.** Purchase surplus school sites based upon an evaluation of their value as community recreation resources and consistency with policies 14.1 through 14.5. (Note: Related Land Use Policy LU-4.15.)

School facilities are heavily relied-upon to meet community recreation needs; however, their maximum community benefits are not being realized. Schools provide perhaps the best opportunities to address deficits in facilities and a multi-faceted strategy for increasing their use and maintaining their usability should be employed. Policies 15.1 - 15.3 direct methods of making use of these opportunities.

Implementation: C/OS 15.1 Shared Use, 15.2 Cooperative Agreements, 15.3 Site Purchases.

The City utilizes cooperative use agreements with both the San Mateo-Foster City Elementary and San Mateo Union High School Districts for joint use of facilities. Discussions are on-going with the San Mateo Community College District for enhanced community use of facilities. The City has entered into a cooperative agreement with the San Mateo-Foster City Elementary School District for the provision of mowing and other turf maintenance services. The City continues its agreement to schedule school district athletic fields for the convenience of the public.

Lead: Parks and Recreation Department
(Ongoing)

16. FINANCIAL CONSIDERATIONS.

- C/OS 16.1: Market Rate and Reduced Fees.** Maintain market-rate fees for services while ensuring access to services for residents with limited income. Provide reduced fees on the basis of ability to pay.
- C/OS 16.2: Free Access.** Continue to provide general park facilities that are free and open to the public, except for reservations of specific facilities by groups or individuals, or for facilities that traditionally charge fees (e.g., Golf Course, Marina Lagoon).

Accessibility to fee-based programs for those with economic hardships should be provided as directed by Policy 16.1. In addition, informal use of park facilities should continue to be free to the public as directed by Policy 16.2.

Implementation: C/OS 16.1 Market Rate and Reduced Fees, C/OS 16.2 Free Access.

The City continues to set market-rate fees while insuring access to all users through the City's Scholarship Assistance Program. A new fee setting policy based on pricing indicators (e.g. market position, cost recovery expectations, etc.) is being developed.

Lead: Parks and Recreation Department
(Ongoing)

C/OS 16.3: Maintenance and Operating Costs. Consider long-term maintenance and operating costs in acquisition, development, and redevelopment decisions.

Consideration of installation costs is only part of the Capital Improvements decision process. In some cases, high future maintenance costs may diminish the desirability of certain improvements. In others, particularly rehabilitation of infrastructure, a particular capital expenditure may be very cost effective by reducing costly continued repairs or inefficient maintenance processes.

Implementation: C/OS 16.3 Maintenance and Operating Costs.

Recent renovation projects including the Lakeshore athletic field wall, well improvements at Central Park, and irrigation upgrades at Los Prados Park have reduced both on-going and long-term maintenance costs. Maintenance and operating costs are evaluated in all park improvement decisions.

Lead: Parks and Recreation Department
(Ongoing)

C/OS 16.4: Development Fees. Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

The citizens of San Mateo have contributed significant tax dollars to provide their park system. New developments increase the demands upon these facilities and the need for additional services. Policy 16.5 directs that appropriate development fees be assessed to ensure that new populations contribute to and maintain the service level of this system.

Implementation: C/OS 16.4 Development Fees.

This policy is implemented through the use of park-in-lieu fees imposed on new subdivisions, and the Park and Recreation tax is collected as part of building permit fees.

Lead: Parks and Recreation Department
(Ongoing)

C/OS 16.5: Cooperative Service Delivery. Utilize opportunities for cooperative acquisition, development, operation, and programming with private organizations or other public agencies that will provide more effective or efficient service delivery.

Tapping the resources of other organizations can result in more opportunities, better quality or lower costs for some types of services. Policy 16.5 directs further City efforts in this direction.

Implementation: C/OS 16.5 Cooperative Service Delivery.

The City is continuously seeking to establish partnerships for the provision of services and programs. Recent examples include Peninsula Partnership for Children and Families and the Healthy Start Program (San Mateo-Foster City Elementary School District); cooperative agreement with the City of Foster City to provide summer learn to swim programs; and the establishment of interdepartmental action teams that will focus collective action on targeted neighborhoods in the City. Partnerships with neighborhood organizations expand the availability of programs in such areas as North Central San Mateo (community faire, children's holiday party, etc.) and Shoreview (cultural faire, holiday building lighting, children's special events, etc.).

Lead: Parks and Recreation Department
(Ongoing)

C/OS 16.6: Redevelopment Areas. Utilize Redevelopment Agency funding for parkland capital improvements that promote the goals of the redevelopment areas, as appropriate in relation to other priorities and the availability of funds within the redevelopment area.

Park facilities are among the public improvements that may contribute to the goals of a Redevelopment Area. An example would be improvements to the Shoreline Parks in the Shoreline Redevelopment Area. Policy 16.6 directs consideration of park uses for such funds.

Implementation: C/OS 16.6 Redevelopment Areas.

Fifth Avenue beautification at the entrance to Central Park has been funded in FY 1995-96 with Redevelopment Agency funds.

Lead: Parks and Recreation Department, Housing and Economic Development Division
(Ongoing)

PARK AND RECREATION FACILITY STANDARDS

A. Facility Classifications.

Mini-Parks: These are the City's smallest parks. They are generally limited in facilities to essentially a single use. Any park that is less than one acre is categorized as a mini-park. The general service radius of such parks is 1/4 mile.

Neighborhood Parks: These parks are generally less than five acres in size and frequented by neighboring patrons. There may be some City-wide usage that takes place at neighborhood parks; however, the main focus is to serve nearby residents. Neighborhood parks generally serve multiple uses. The optimum neighborhood park should be at least four acres in size and include a multi-purpose turf area, a children's play area that includes pre-school and youth apparatus, seating areas, preferably including picnic tables, the opportunity for passive enjoyment of a landscaped space, and a multi-use

court. The general service radius of a neighborhood park is 1/3 mile, aside from any usage on a City-wide basis.

Community Parks: These are major, multi-use facilities that focus on providing for City-wide needs. Community parks also serve neighborhood needs and should include all of the desirable elements of a neighborhood park. Their primary function, however, is to accommodate City-wide needs and serve a much broader patronage. Uses that might be found in a community park include athletic game facilities, community centers, large group picnic areas, swimming pools, large children's play areas, outdoor performing facilities, and tennis or other game court areas. Community parks are generally greater than five acres in size, though small facilities that include a major City-wide function, or multiple City-wide facilities, may be included. Sizes of community parks may vary widely, from approximately 5 acres to 25+ acres. The service radius of a community park ranges from one mile to the entire City. Some regional use may also take place in the community parks.

Regional Parks: These are major facilities that provide for City-wide needs, and also draw significant patronage from non-resident users.

Open Space: The park areas described in the four preceding definitions are generally characterized by usable space. Though some undeveloped or inaccessible areas may exist in them, they are generally highly developed urban parks with mostly usable space.

Open Space areas, on the other hand, are parklands whose scenic, environmental, and open space values predominate. These are areas that are generally left in a natural state without facilities for intensive urban recreational activities. Where public access is provided, activity is compatible with the natural state of the area, and significant areas may be inaccessible due to terrain or environmental sensitivity. A sub-category of Open Space is Inaccessible Open Space. Inaccessible Open Spaces include parklands that are not contemplated to be developed or opened to the public due to terrain or environmental sensitivity.

B. Facility and Acreage Standards.

1. Citywide Acreage Standards: Government Code Section 66477 (Quimby Act) establishes specific standards for determining the proportion of a subdivision to be dedicated, or fees paid in lieu of dedication, for park or recreational purposes. The standards pertain to the population of the City (based on the latest census data) and the amount of existing neighborhood and community recreation facilities. The standards allow a minimum of 3 acres per 1,000 population and a maximum of 5 acres per 1,000 population for dedication/in-lieu fee purposes. As of 1995, the ratio of existing park and recreational facilities to population is 2.64 acres per 1,000 population. With a population projected at 100,600 residents and designated neighborhood and community parkland, the City would have 3.29 acres per 1,000 persons by the year 2010.

Facility and acreage goal:

Neighborhood	1.5 acres/1,000 people
Community/Regional	4.5 acres/1,000 people
Total	6.0 acres/1,000 people

2. Provide public parkland, within 1/3 mile radius and accessible without travel over significant barriers (e.g., highways, railroad tracks, etc.), to provide parklands that are within reasonable walking distance of residents.
3. The following types of facilities should be available within 1/3 mile of residents and accessible without travel over significant barriers: multi-purpose turf area, children's play area with pre-school and youth apparatus, seating areas, picnic areas, a multi-use court, and an opportunity for passive enjoyment of an aesthetic landscaped space.
4. The optimal neighborhood park, discounting consideration of other nearby facilities (schools, private facilities, etc.) should be at least 4 acres in size, include those items identified in Standard #3, and include other facilities that address specific neighborhood or City-wide needs.
5. Specific Facility Standards (based on the National Recreation and Park Association, Recreation, Park and Open Space Standards and Guidelines):

Standard Facility	Number/Population
Diamonds	1/3,500
Lighted Diamonds	1/25,000
Multi-Use Outdoor Courts	1/1,500 or 2/Neighborhood Svc. Area
Multi-Use Indoor Courts	1/8,000
Soccer Fields	1/5,500
Tennis Courts	1/2,000
Swimming Pools	1/20,000
Golf Courses	1/50,000
Golf Driving Ranges	1/50,000

Projected Facility Needs vs. Current Inventory		
Facility Type	Facility Needs - 2010 Projected Population	1996 Facility Inventory
Diamonds	30	16
Lighted Diamonds	4	4
Multi-Use Outdoor Courts	70	7
Multi-Use Indoor Courts	13	1
Soccer Fields	19	6
Tennis Courts	53	16
Swimming Pools	5	2
Golf Courses	2	1
Golf Driving Ranges	2	0

6. Other Specialized Standards:

Community Gardens: When there is a need and interest from the public for community gardens, it is an appropriate use of City public lands, however, the priority assigned community gardens is lower than that of other Park and Recreation uses. Consequently, it is appropriate to use suitable park areas for community gardens when not required for other park purposes.

Restrooms: Restrooms should be provided in all community parks and in neighborhood parks where the facilities provided encourage usage by the public that is long-term in nature. Examples of facilities that encourage long duration usage are athletic game facilities and picnic areas that may be reserved.

Specialized Facilities: The use of City Park and Recreation lands to provide for special interests, such as croquet, racquetball, and lawn bowling, is appropriate when sufficient interest is evident, provided that adequate financial resources are committed by the segment of the community interested in such a facility to pay for significant ongoing maintenance.

7. Acquisition and Dedication:

Generally, acquired or dedicated parkland should be a minimum of four acres in size, be accessible, and have a demonstrated potential for meeting identified community recreation needs and standards. A site of less than four acres may be acceptable if it meets one or more of the following criteria:

- a. Adjacent sites are or may become available for purchase which would increase the total size of the parkland.
- b. The site can be assimilated into an existing adjacent parkland.

- c. The site can accommodate demonstrated needs and the value of the site in meeting these needs outweighs any maintenance requirements that will be greater due to the limited size of the site.
- d. The site is environmentally or culturally sensitive or significant.

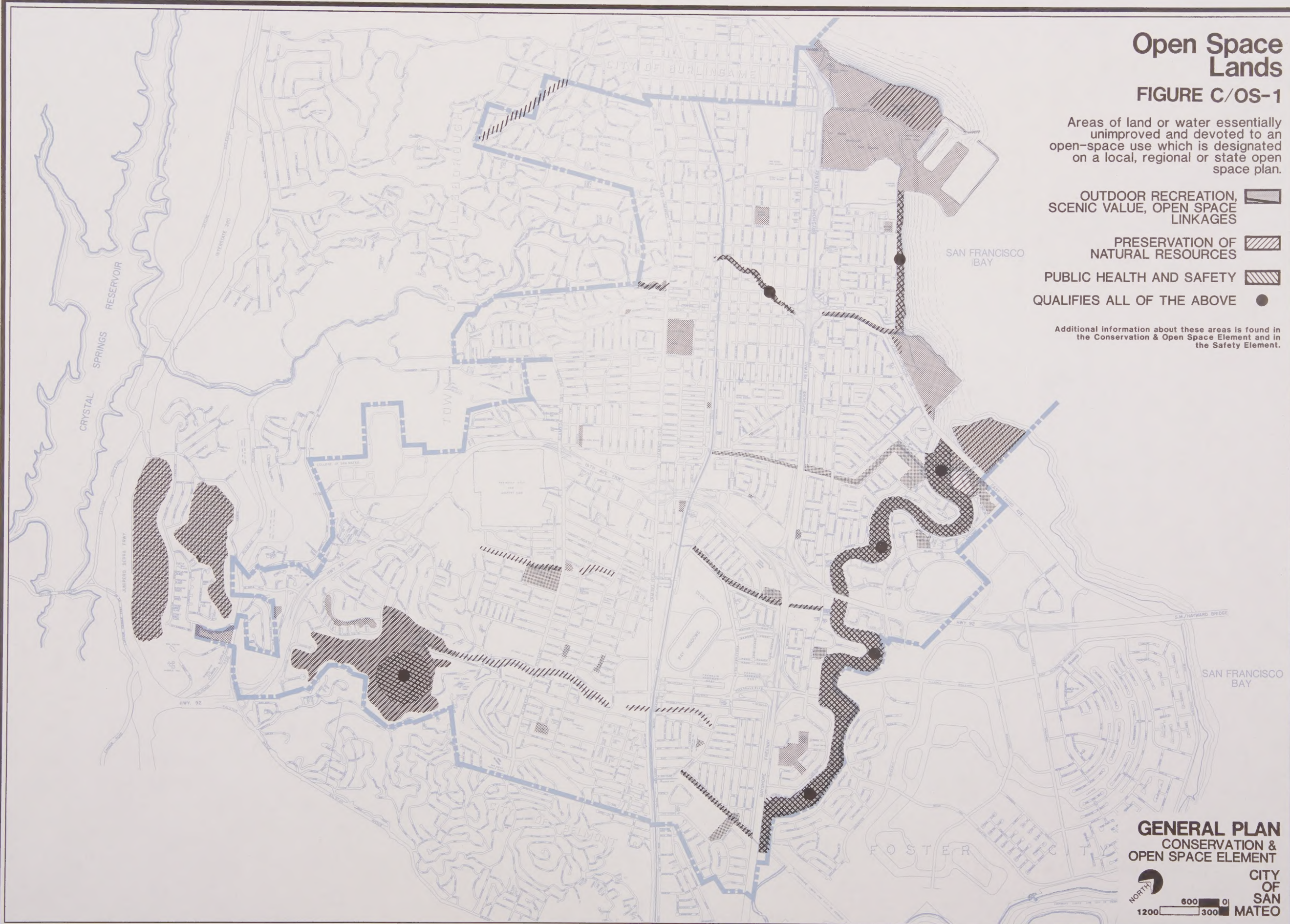
Open Space Lands

FIGURE C/OS-1

Areas of land or water essentially unimproved and devoted to an open-space use which is designated on a local, regional or state open space plan.

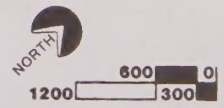
- OUTDOOR RECREATION, SCENIC VALUE, OPEN SPACE LINKAGES
- PRESERVATION OF NATURAL RESOURCES
- PUBLIC HEALTH AND SAFETY
- QUALIFIES ALL OF THE ABOVE

Additional information about these areas is found in the Conservation & Open Space Element and in the Safety Element.



GENERAL PLAN
CONSERVATION &
OPEN SPACE ELEMENT

CITY OF
SAN
MATEO



Waterways

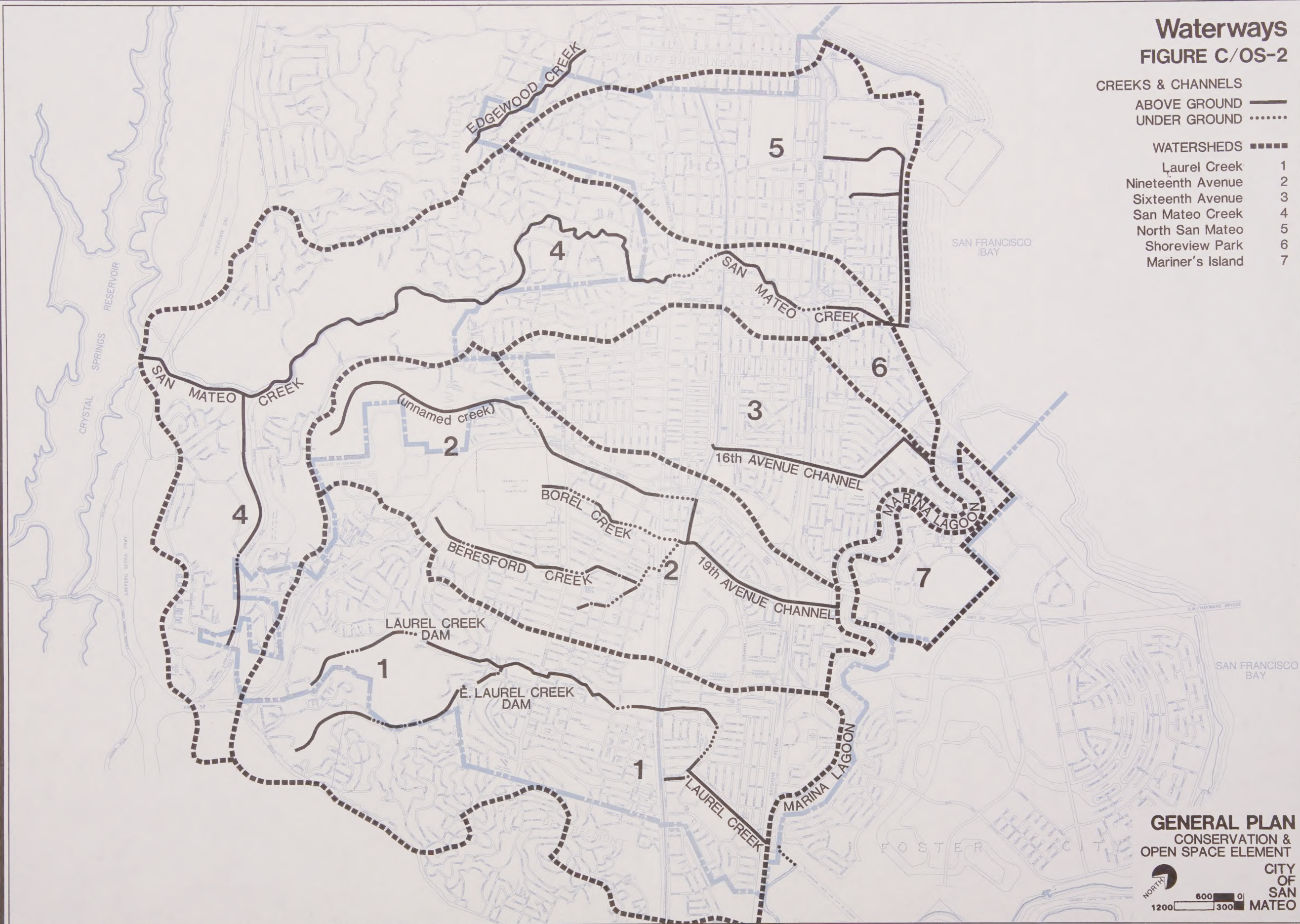
FIGURE C/OS-2

CREEKS & CHANNELS

ABOVE GROUND ———
UNDER GROUND

WATERSHEDS

- | | |
|-------------------|---|
| Laurel Creek | 1 |
| Nineteenth Avenue | 2 |
| Sixteenth Avenue | 3 |
| San Mateo Creek | 4 |
| North San Mateo | 5 |
| Shoreview Park | 6 |
| Mariner's Island | 7 |



GENERAL PLAN
CONSERVATION &
OPEN SPACE ELEMENT

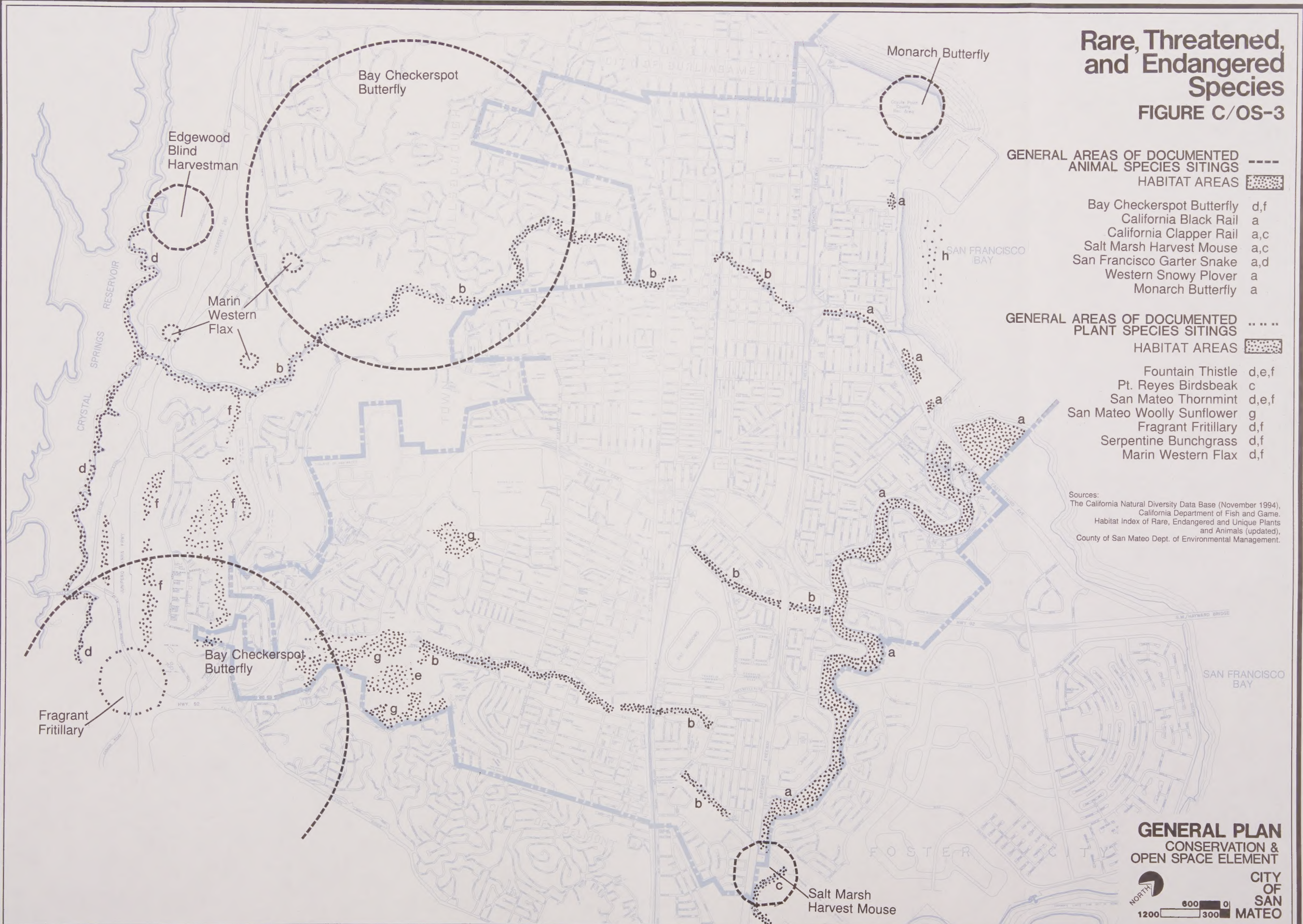
CITY
OF
SAN
MATEO



600 0
1200 300

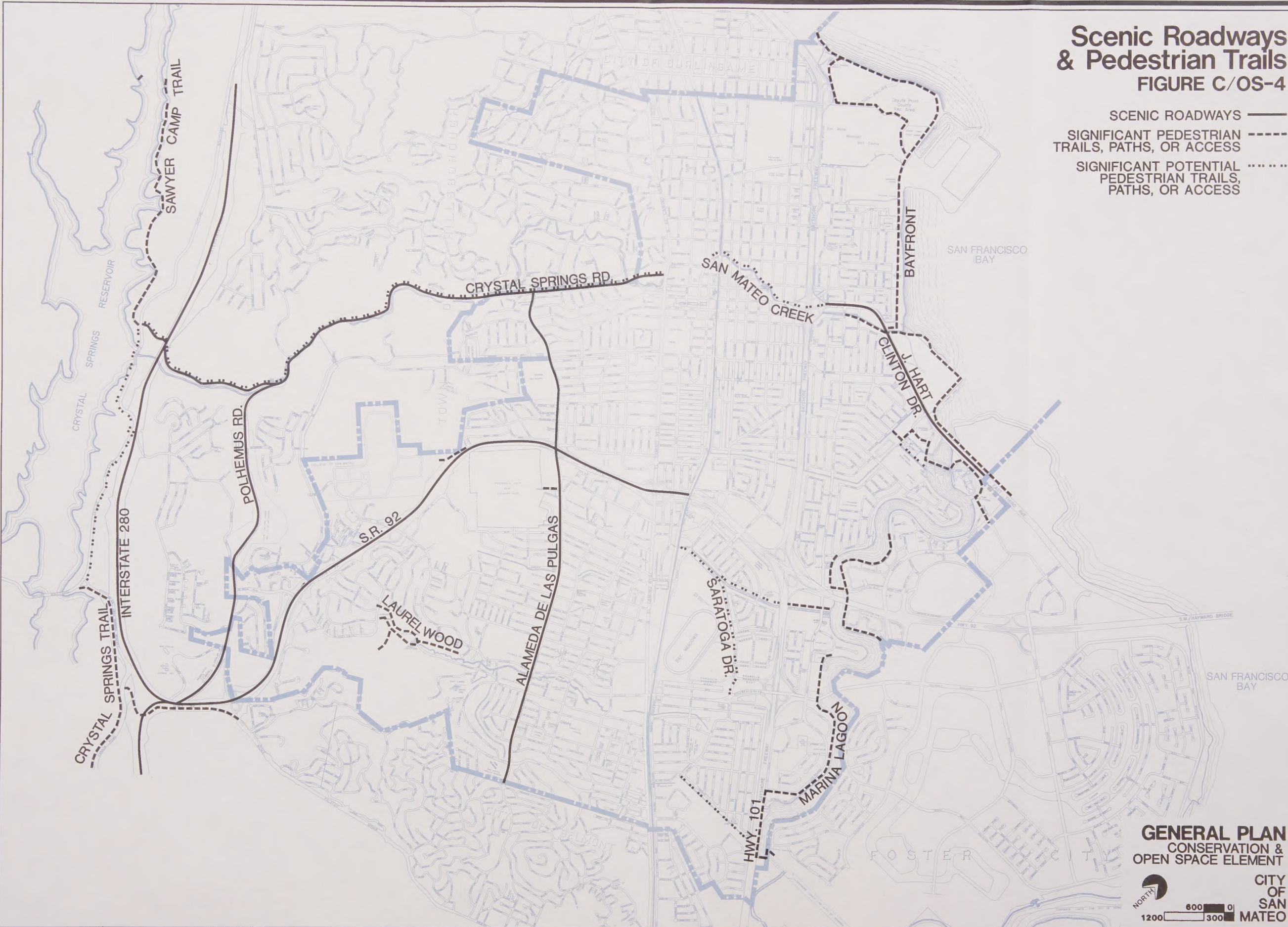
Rare, Threatened, and Endangered Species

FIGURE C/OS-3



Scenic Roadways
& Pedestrian Trails
FIGURE C/OS-4

- SCENIC ROADWAYS ———
- SIGNIFICANT PEDESTRIAN TRAILS, PATHS, OR ACCESS - - - - -
- SIGNIFICANT POTENTIAL PEDESTRIAN TRAILS, PATHS, OR ACCESS



GENERAL PLAN
CONSERVATION &
OPEN SPACE ELEMENT

CITY
OF
SAN
MATEO

Eligible Historic Structures

FIGURE C/OS-5a

NATIONAL REGISTER OF
HISTORIC PLACES RATINGS

- ELIGIBLE ●
- INDIVIDUALLY ELIGIBLE AND ELIGIBLE CONTRIBUTOR TO DISTRICT ◎
- ELIGIBLE AS CONTRIBUTOR TO DISTRICT ○
- POTENTIALLY ELIGIBLE ■
- POTENTIAL HISTORIC DISTRICT BOUNDARY —
- CURRENTLY REGISTERED *

Note: For listings of additional structures of local significance please refer to Historic Building Survey final report.

Source: 1989 City of San Mateo Historic Building Survey, Wickert



GENERAL PLAN
CONSERVATION &
OPEN SPACE ELEMENT

CITY OF
SAN
MATEO

150 50
200

Eligible Historic Structures

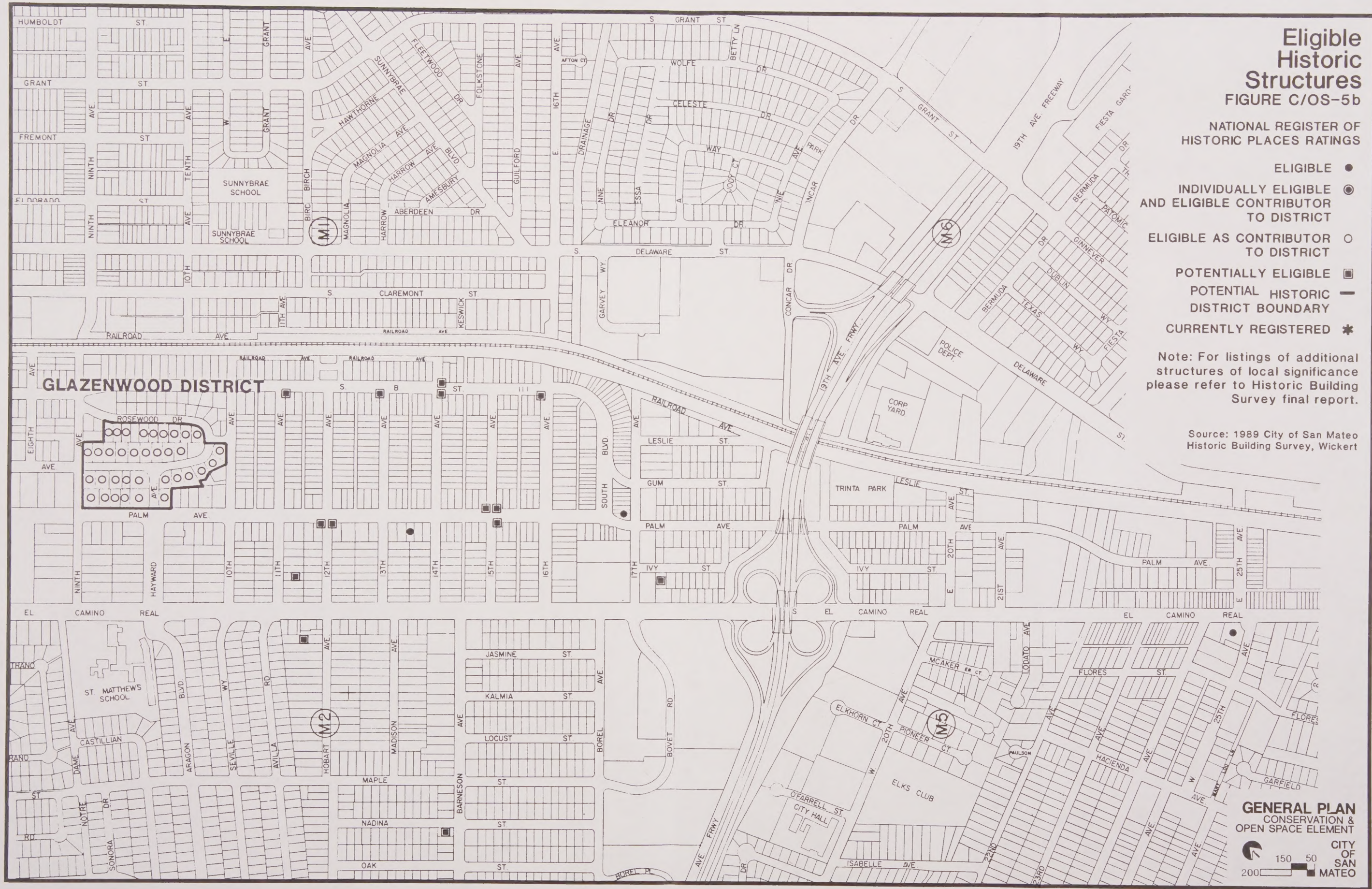
FIGURE C/OS-5b

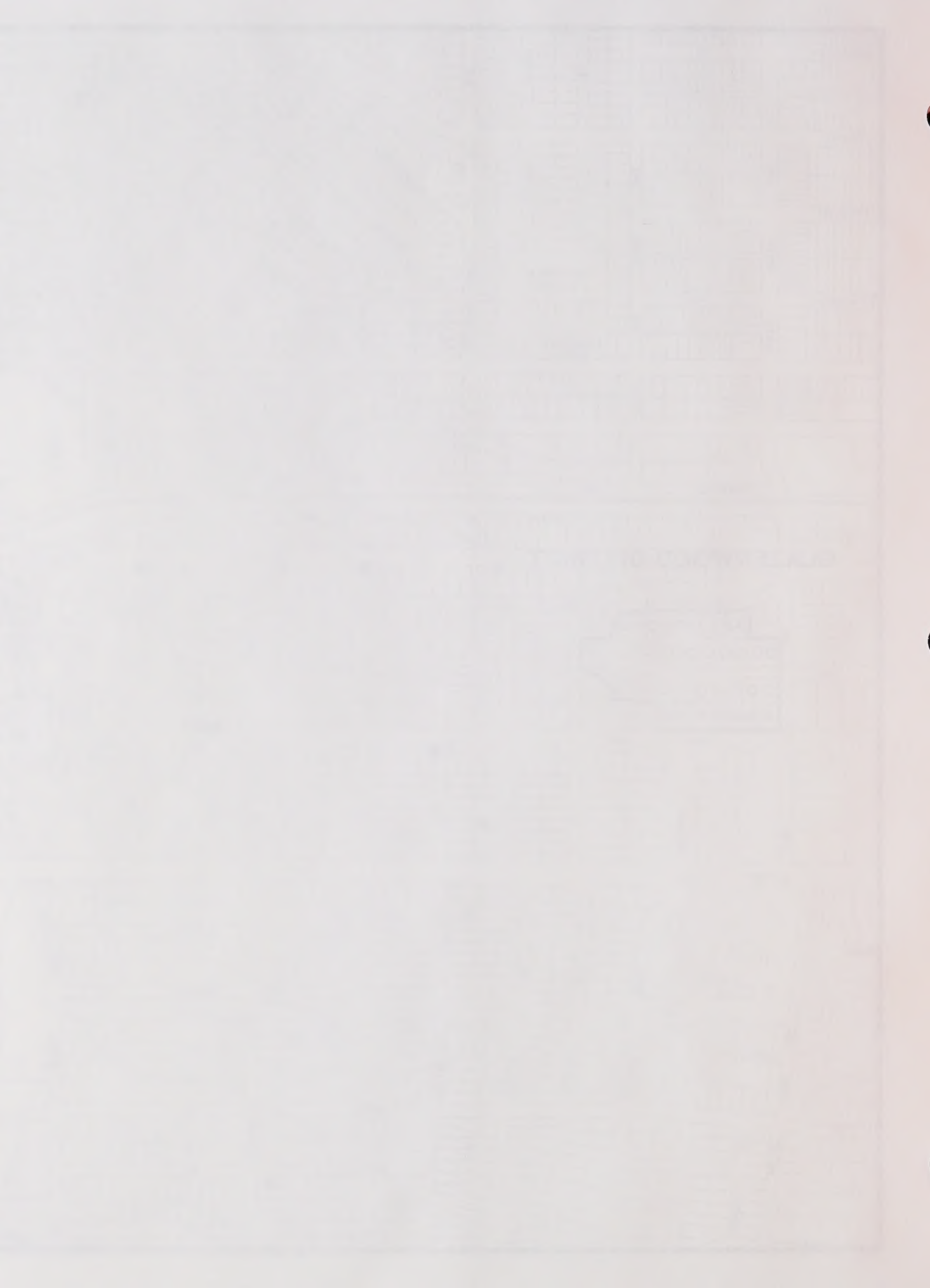
NATIONAL REGISTER OF
HISTORIC PLACES RATINGS

- ELIGIBLE ●
- INDIVIDUALLY ELIGIBLE AND ELIGIBLE CONTRIBUTOR TO DISTRICT ◎
- ELIGIBLE AS CONTRIBUTOR TO DISTRICT ○
- POTENTIALLY ELIGIBLE ■
- POTENTIAL HISTORIC DISTRICT BOUNDARY —
- CURRENTLY REGISTERED *

Note: For listings of additional structures of local significance please refer to Historic Building Survey final report.

Source: 1989 City of San Mateo Historic Building Survey, Wickert





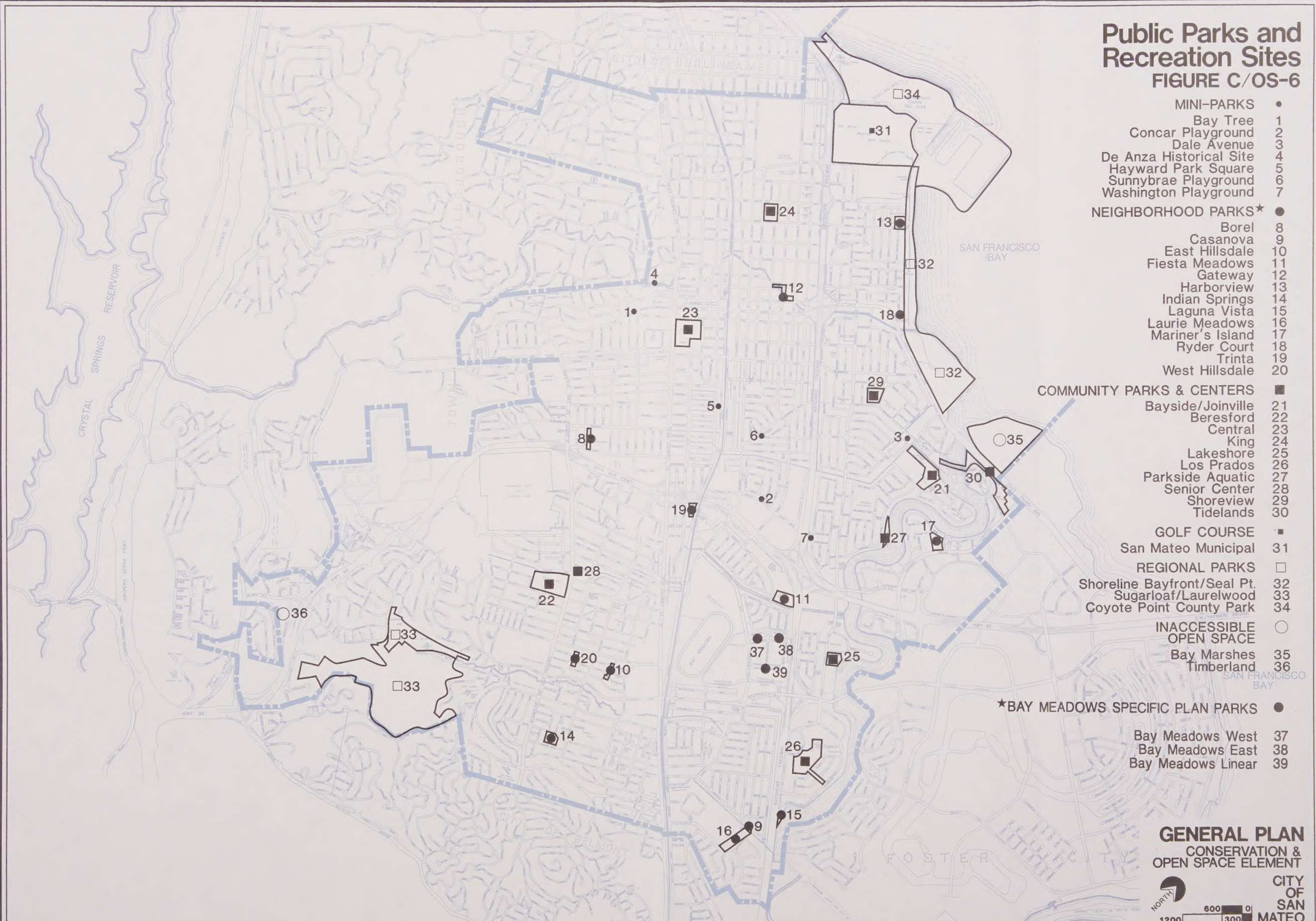
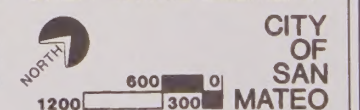
Public Parks and Recreation Sites

FIGURE C/OS-6

- MINI-PARKS** ●
 - Bay Tree 1
 - Concar Playground 2
 - Dale Avenue 3
 - De Anza Historical Site 4
 - Hayward Park Square 5
 - Sunnybrae Playground 6
 - Washington Playground 7
- NEIGHBORHOOD PARKS** ★ ●
 - Borel 8
 - Casanova 9
 - East Hillsdale 10
 - Fiesta Meadows 11
 - Gateway 12
 - Harborview 13
 - Indian Springs 14
 - Laguna Vista 15
 - Laurie Meadows 16
 - Mariner's Island 17
 - Ryder Court 18
 - Trinta 19
 - West Hillsdale 20
- COMMUNITY PARKS & CENTERS** ■
 - Bayside/Joinville 21
 - Beresford 22
 - Central 23
 - King 24
 - Lakeshore 25
 - Los Prados 26
 - Parkside Aquatic 27
 - Senior Center 28
 - Shoreview 29
 - Tidelands 30
- GOLF COURSE** ■
 - San Mateo Municipal 31
- REGIONAL PARKS** □
 - Shoreline Bayfront/Seal Pt. 32
 - Sugarloaf/Laurelwood 33
 - Coyote Point County Park 34
- INACCESSIBLE OPEN SPACE** ○
 - Bay Marshes 35
 - Timberland 36
- ★BAY MEADOWS SPECIFIC PLAN PARKS** ●
 - Bay Meadows West 37
 - Bay Meadows East 38
 - Bay Meadows Linear 39

GENERAL PLAN

CONSERVATION & OPEN SPACE ELEMENT



Public Park and Recreation Service Radius Analysis

FIGURE C/OS-7

AREA WITHIN SERVICE RADIUS

- Developed sites
- In-progress sites
- Undeveloped sites

1/4 MILE RADIUS
selected mini-parks

1/3 MILE RADIUS
neighborhood, community
and regional parks
(open space sites and
Coyote Point Park not included)



GENERAL PLAN
CONSERVATION &
OPEN SPACE ELEMENT



0 300 600 1200
CITY OF SAN MATEO

SAFETY



VII. Safety & Hazardous Waste Management

A. INTRODUCTION

Public safety is one of the primary responsibilities of government. A risk-free environment is not possible, because we cannot always predict the forces of nature or the strength of man-made structures and effectiveness of preventative measures. Determinations of reasonable levels of safety involve tradeoffs of cost, public inconvenience and limitations on the use of private property. The Safety Element sets forth the City's goals and policies which are intended to minimize risk to people and property associated with natural and man-made hazards.

B. GEOLOGIC AND SEISMIC HAZARDS

BACKGROUND

Earthquake Faults and Surface Rupture

The San Andreas fault lies approximately two miles west of the San Mateo City boundary. Despite its close proximity, there is no evidence of significant ground rupturing in the City during the last one million years. There are no known active faults in San Mateo, and inactive faults which are present are older features which do not exhibit indications of recent motion. There is no reason to expect a recurrence of movement along these other fault traces.

Ground Shaking and Seismically Induced Waves

Past earthquakes have shown that often the underlying soil conditions pose a greater hazard to structures than the proximity to a fault. Ground shaking from an earthquake is amplified and lasts longer in unconsolidated or water saturated soils such as bay mud than in harder bedrock (see Figure S-1). Ground shaking can cause structural failure of buildings in moderate to severe earthquakes, particularly older structures built prior to the establishment of seismic safety standards in 1933. Masonry buildings are particularly vulnerable to the lateral motion of earthquakes unless properly reinforced. In 1989, the City's Building Inspection Division identified 25 unreinforced masonry structures which may be seismically hazardous. All but two of these buildings are located downtown, predominantly on East Third Avenue, Second Avenue and B Street. As of September 1995, seven of these buildings have completed seismic retrofitting to increase stability in an earthquake, and four others are under construction. A list of these buildings is available in the Building Inspection Division.

Concrete tilt-up buildings constructed prior to 1973 may be vulnerable to structural damage due to ground shaking. The City has approximately 40 such buildings, a number of which have been retrofitted since the Loma Prieta earthquake in 1989. Most steel and wood frame buildings, due to their lighter materials and flexibility, have an excellent performance record.

Beyond structural failure, building features which may be hazardous in the event of an earthquake include exterior parapets and ornamentation and large windows. Other potentially dangerous effects of ground shaking may include separation of buildings from their foundations, falling furniture and suspended ceilings, and collapsed chimneys. Freeway overpasses are also critical structures which may collapse in a major earthquake.

The Loma Prieta earthquake on October 17, 1989, measured 7.1 on the Richter scale and had an epicenter located between Santa Cruz and San Jose. San Mateo sustained substantial building damage, but no fatalities. Earthquake damage in the City was estimated at approximately \$240 million, which included \$100 million in structural damage and the remainder due to damage to building contents. One unreinforced masonry building in the downtown experienced structural failure of parapet walls causing significant but repairable damage. Several concrete tilt-up structures and other buildings also experienced structural damage, but all can be repaired. Extensive interior damage was caused by falling ceiling tiles, broken glass, and toppled furnishings. Numerous steel and concrete buildings had cracking of the concrete fascia, but no major structural damage. There were approximately 200 chimneys which failed or had significant damage.

While this earthquake resulted in substantial damage, it is important to note that its magnitude was classified as a "major" earthquake. The force of a great earthquake, similar to the 1906 San Francisco earthquake which is estimated to have been 8.3 on the Richter scale, would have been at least 16 times greater than the Loma Prieta



In 1906, all unreinforced masonry buildings suffered major damage, requiring reconstruction or demolition.

earthquake. An earthquake of this magnitude would have a tremendous and long-term impact on the operations and financial health of the City.

The ground shaking of earthquakes can also cause water related hazards known as tsunamis and seiches. Tsunamis are sea waves commonly accompanying large submarine earthquakes. Such underwater fault ruptures are generally not present along the California coast. The likelihood of a major tsunami created near Alaska causing flooding of the San Mateo bayfront is very remote since a wave 20 feet in height at the Golden Gate would be necessary to reach Coyote Point. The area of inundation from such a tsunami is shown on Figure S-4.

A seiche is an earthquake induced water wave in a confined body of water, such as swimming pools, water storage tanks, or reservoirs. Even in large bodies of water, seiches typically are less than one foot high. The potential for overtopping of Crystal Springs Reservoir is very remote and would not pose a flooding danger. There are approximately 20 water supply tanks in San Mateo, most of which are covered.

Ground Failure: Landslides, Mudslides, and Liquefaction

Slope failure is usually associated with heavy rainfall or a major earthquake. In the Bay Area, landslides most commonly occur on slopes greater than 15%. Grading activities which increase slope or alter drainage patterns often contribute to landslides. San Mateo's western hills are generally stable. Past known slope failures, which number over 50, have primarily occurred in the Laurelwood, Highlands and Country Club Heights areas, and are indicated on Figure S-2. Although past landslides have caused property damage, no loss of lives or dwellings has occurred.

Another form of ground failure is liquefaction, which occurs as a result of an earthquake when grains of soil become saturated. The soils become unstable and may behave as a liquid, causing sudden ground failure. Liquefaction can be particularly destructive to building foundations. Two common engineering practices to minimize these effects are to support buildings on piles driven through filled soils to bedrock or on "floating" foundations designed to shift with the altered soils. In San Mateo, the risk of liquefaction is highest on former baylands which were filled, which extends as far west as El Camino Real (SR 82) as shown on Figure S-2. Areas of particular concern include former sand beds or tidal channels indicated in Appendix P.

Other Geologic Problems: Ground Settlement and Erosion

Other geologic processes occur in San Mateo which may not be life-threatening, but nonetheless cause damage to property and the environment. Ground settlement results from the compaction of unconsolidated soils, causing buildings and foundations to crack, and utility lines to separate. In San Mateo, ground settlement typically occurs on filled baylands in the eastern portion of the City. Mitigating measures include proper soil compaction, construction methods such as pile driving or floating foundations, and allowance of settlement in the design of utilities.

Soil erosion and the resulting sedimentation of creeks and storm drains are natural processes which can be greatly accelerated by human activities such as grading, vegetation clearing and poorly engineered drainage systems. This problem is most critical in the western hills, and can be controlled through development restrictions and engineering techniques.

GOALS AND POLICIES

GOAL 1: Take steps to protect the community from unreasonable risk to life and property caused by seismic and geologic hazards.

POLICIES:

S 1.1: Geologic Hazards. Require site specific geotechnical and engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-2 as having moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties.

Figure S-2 identifies those areas of the City which may be subject to ground failure. If development is proposed, detailed geotechnical and engineering studies are necessary to determine if the development is appropriate to the particular site and to evaluate potential impacts on adjoining properties. In most cases, mitigation measures may be imposed, dictating certain engineering methods for appropriate building foundation construction and drainage control.

S 1.2: Hillside Development Standards. Regulate hillside development consistent with the City's Site Development Code and Open Space/Conservation Policy 3.1.

Most of San Mateo's western hills were subdivided during the 1950's and 1960's, some including slopes over 25% grade. During this subdivision process numerous lots were created which far exceeded the minimum lot size standards, and therefore could have been further subdivided. However, most of these "remainder" parcels were left unsubdivided due to their steep slopes, poor accessibility, and/or poor soil conditions. With the increasing cost of housing, subdivision and development of the "remainder" parcels in the western hills has become feasible. Development of steeply sloped property poses greater risks than relatively flat land. It typically involves substantial grading and alteration of the existing topography, which may affect the stability of adjoining property and alter local drainage patterns. If not properly engineered, a new structure may crack and separate in the event of seismic activity or landslide.

While these problems may be mitigated by proper engineering techniques, slope development has visual impacts on adjoining property owners and on more distant vistas. Open Space/Conservation Policy 3.1 discusses development on steep slopes in relation to density, the clustering of development to preserve steep slopes for open space, the preservation of existing topography by limiting cut and fill, and the visibility of new hillside development. The Site Development Code seeks to minimize risk of harm to persons or property by requiring appropriate engineering and/or hydrologic studies and recommendations for development located on slopes 15% or greater, or within a slope setback area as defined in the Code.

S 1.3: Erosion Control. Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15% or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.

The impacts of erosion and altered drainage patterns can be most critical on land which has shown a tendency towards landsliding, where existing erosion gullies are apparent or on very steep slopes that

have a 15% or greater grade. On such sites, an engineering study of erosion control will be required in conjunction with new development proposals.

S 1.4: Unreinforced Masonry Buildings. Establish and maintain a program which requires mandatory modifications of existing unreinforced masonry buildings identified as being potentially hazardous, and similar unsafe building conditions, to reduce the associated life safety hazards. The design of building modifications should be in keeping with character of existing architecture.

Unreinforced masonry buildings typically suffer life-threatening damage during great earthquakes. State law requires that local governments identify unreinforced masonry buildings and adopt a program to abate such life-threatening conditions. San Mateo's 25 unreinforced masonry structures are predominantly located in the downtown, and 9 have been identified as having historic significance.

San Mateo's proposed seismic program would require a two-phase improvement program for all unreinforced masonry buildings. Installation of wall anchors would be required within three years. More complete renovations would be required within seven years for buildings having an occupant load exceeding 100 persons, and eight years for lower occupancy buildings. The second stage improvements would bring the high occupancy buildings up to approximately 75% of current seismic design standards for new buildings, and lower occupancy buildings to 50% of current standards.

The cost of rehabilitating unreinforced masonry structures is substantial, ranging from \$5 to \$25 per square foot in 1989 as estimated by the Seismic Safety Commission. The total cost for seismic reinforcing of San Mateo's 27 structures, excluding Chope Hospital, was estimated at \$3.5 million in 1989.

While the costs of seismic upgrading may be substantial, it is the City's preference that the buildings, particularly those with historic value, be retained and improved. The City's policies with regard to historic preservation are contained in the Open Space/Conservation Element. Towards this end, the City will attempt to direct property owners towards sources of federal and state funds and tax credit programs, as well as local private lending institutions.

C. FLOOD HAZARDS

BACKGROUND

Stormwater Drainage

Storm water drains through San Mateo to the Bay via three distinct drainage basins -- the San Mateo Creek complex, North San Mateo complex, and the Marina Lagoon Complex, each composed of numerous stream channels, culverts, and storm drainage piping systems.

The San Mateo Creek drainage basin is 35 square miles in size, only 4 square miles of which are in San Mateo. Approximately 30% of the City drains into San Mateo Creek. Storm flows are regulated in the upper reaches of the creek by Lower Crystal Springs Dam and the two reservoirs it creates. The San Francisco Water Department controls winter and springtime releases from the dam to approximately 1,000 cubic feet per second (cfs), which is the capacity of the creek channel at Polhemus Bridge. Uncontrolled releases could occur if reservoir levels exceed the storage capacity during a major storm. The maximum uncontrolled discharge which could occur is 5,460 cfs, which would result in severe downstream flooding.

Apart from releases from Crystal Springs Reservoir, a peak calculated 100-year flood of 1,956 cfs could be generated from the watershed above El Camino Real (SR 82). Between El Camino Real (SR 82) and the bay are six bridges which have inadequate capacity to contain the maximum 100-year flood. The first constriction is the Mills Culvert beneath El Camino Real (SR 82) and to San Mateo Drive, which can accommodate only 1,400 cfs. Excess storm water would flow northeastward from El Camino Real (SR 82) towards the Bay, as indicated in Figure S-3. Average flooding depths from a peak storm of 1,956 cfs would be from one to three feet.

The San Mateo Creek watershed within the city limits is fully urbanized, and little additional runoff is anticipated from new development. Most of the remaining watershed are conservation lands to protect the water quality of Crystal Springs Reservoirs and will remain undeveloped.

The northern portion of the City drains to the bay via major piping systems in Poplar and Peninsula avenues. The southern two-thirds of San Mateo composes a 10-square-mile watershed which originates in the western hills of San Mateo and Belmont, and drains into Marina Lagoon. Peak storm flows from the western hills are controlled by four dams, three on Laurel Creek and one in the Town of Hillsborough above Borel Creek. The watershed is almost entirely urbanized with the exception of Sugarloaf Mountain, and little increase in runoff due to future development is anticipated. Control of erosion and impervious surfaces on Sugarloaf is important to reduce runoff into Laurel Creek.

In the past, flooding has occurred at several locations within the Marina Lagoon drainage complex due to inadequate channel and storage capacities or blockages during storms. In the 1970's, Laurel Creek Dam was overtopped, flooding a substantial portion of the San Mateo Village neighborhood. In the 1980's, East Laurel Creek Dam was overtopped, damaging homes immediately downstream. San Mateo Village was also flooded in 1955, 1966 and 1982.

Localized street flooding has also occurred in Fiesta Gardens along Kent Street and Saratoga Drive, along Alameda between Ventura Avenue and 31st Avenue, along the south side of SR 92, between Alameda and Elkhorn Court, near 25th Avenue and El Camino (SR 82), and in the Aragon/Maple neighborhood, east of Alameda. Localized flooding generally occurs due to the blockage of catch basins by leaves and other debris during periods of heavy rainfall. Potential flooding boundaries are indicated in Figure S-3.

Marina Lagoon was created from Seal Slough for flood control in the 1950's and deepened in 1965. Although heavy storm runoff never overtopped the Marina Lagoon levees, the water elevation rose to dangerous heights in 1974 and 1982. In 1984 the pump capacity at the Lagoon's entry into the Bay was increased to a maximum discharge capacity of 750,000 cfs, adequate to contain the 100-year storm and flooding in the Marina Lagoon drainage area. Improvements have been made to several storm drainage facilities including: East 40th Avenue storm drain, Pasadena storm drain, and Poplar Avenue storm drain.

These improvements along with additional ongoing storm drain improvements will help reduce localized street flooding during heavy rainfall.

Bay Water Flooding

Tidal Action

Levees along the San Mateo shoreline protect low-lying development east of US 101 from the effects of tidal fluctuations. The land area east of the freeway has ground elevations of -2.0 feet (San Mateo datum/0.36 feet NGVD) and above. The Bayfront Dike has the following elevations:

	San Mateo datum*	NGVD
San Mateo Creek to Coyote Point	10 ft.	12.36 ft.
San Mateo Creek	5 ft.	7.36 ft.
Former Landfill site	8 ft.	10.36 ft.
San Mateo Water Quality Control Plant	8 ft.	10.36 ft.
Third Avenue	10 ft.	12.36 ft.
NOTE: San Mateo datum is 2.36 feet lower than the National Geodetic Vertical Datum (NGVD)		

Sea level may rise in the future due to global warming trends. A 1986 study for the San Francisco Bay Conservation and Development Commission (BCDC) predicts a four to five-inch rise over the next 50 years. The U. S. Army Corps of Engineers recommends a dike elevation of 8 feet (San Mateo datum/10.36 ft. NGVD) for San Mateo, which includes calculation for freeboard, settlement and wave runup. By this standard, the height of the Bayfront Dike is inadequate in the area of San Mateo Creek.

Flooding is possible from the combined effects of high tides and very heavy storm flows. In San Mateo, only San Mateo Creek is affected by tidal action, although a tide gate system has been installed for emergency situations. The system would not be completely effective against the severe event of a 100-year storm and 100-year high tide occurring simultaneously. Flooding has not occurred in the past as a result of these conditions.

Tsunami

Tsunamis, or seismically generated sea waves, are rare in California due to the lack of submarine earthquake faults. An Alaskan generated tsunami would have to reach a height of at least 20 feet at the Golden Gate to overtop San Mateo's levees with a minimum runup of five feet at higher high tide. The highest tsunami affecting the area during the last 120 years had a height of 7.4 feet at the Golden Gate, causing a two-foot runup along the San Mateo shoreline.

Dike Failure

San Mateo's levees are structurally stable, and the probability of their failure is very low. However, failure could result from a major earthquake or severe storm conditions. Should a failure occur at high tide, property could be inundated up to an elevation of 4.7 feet (San Mateo datum/7.06 ft. NGVD), or a maximum water depth of about six feet in the lowest areas of the Shoreview neighborhood. The area of potential inundation is shown in Figure S-4.

Dam Failure

Six dams affect San Mateo: Crystal Springs, San Andreas, Laurel Creek and East Laurel Creek(2), and Tobin Creek in Hillsborough.

Lower Crystal Springs Dam retains water supply for San Francisco and most cities within San Mateo County. In 1977, the seismic safety of the dam was studied, finding that the risk of structural damage to the dam in a maximum 8.3 Richter magnitude earthquake is low, and that landslides which might be triggered by such an earthquake would not generate waves capable of overtopping the dam. Although the probability of Lower Crystal Spring Dam's failure is remote, should such an event occur, the San Mateo Area Office of Emergency Services (OES) estimates that a population of 70,000 would be affected, with inundation occurring from the downtown area north to the Burlingame Recreation Lagoon and south to the Ralston Avenue/US 101 interchange. The area of potential inundation is shown in Figure S-4.

San Andreas Dam is located on San Andreas Creek in Burlingame and is also used to impound water for San Francisco and much of San Mateo County. Seismic safety studies in 1979 and 1983 indicated that the dam would probably remain stable during strong seismic shaking.

Laurel Creek Dam is located at the end of Laurelwood Drive and reduces the peak storm water runoff of 600 cfs in half. The most recent reports by the California Division of Safety of Dams (DSOD) indicate that the dam is structurally safe and will perform without failure during a major seismic event.

East Laurel Creek Dam is located at the end of East Laurel Creek Drive, and is also used to control peak storm runoff. The dam is too small to be regulated by DSOD and its seismic stability is unknown. Two other small dams are located in Belmont (East Laurel Creek) and in Hillsborough (Tobin Creek).

GOALS AND POLICIES

GOAL 2: Protect the community from unreasonable risk to life and property caused by flood hazards.

POLICIES:

S 2.1: **Creek Alteration.** Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.

Most of San Mateo's creeks are under private ownership, with adjacent properties extending to the centerline of the creeks. Development of these parcels should not result in alteration of the creeks in a way that could alter the creek capacity or water flow characteristics. Such activities have the potential for causing downstream flooding or may increase bank erosion.

S 2.2: Development Adjacent to Creeks. Protect new development adjacent to creeks by requiring adequate building setbacks from creek banks and provision of access easements for creek maintenance purposes.

A creek setback for new structures is necessary for adequate maintenance access, to permit creek improvements and to protect buildings from creek bank erosion. The Downtown Specific Plan requires a setback along San Mateo Creek for flood protection and maintenance purposes. As hydrologic studies are completed for other creeks and drainage channels, setback and maintenance access requirements will be developed as appropriate.

S 2.3: Development Within Flood Plains. Protect new development within a creek flood plain by locating new habitable floor area above the 100-year flood-water level or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations.

The City does not have any FEMA designated flood plains. If flood plains are designated by FEMA in the future, properties located within the 100-year flood plain should be required to locate habitable floorspace above the projected flood elevation to minimize possible property damage consistent with FEMA regulations. Additions of less than 50% of the value of existing structures would be exempt. Other means of flood-proofing structures should be explored by the City.

S 2.4: Crystal Springs Reservoir. Encourage the City of San Francisco to develop an operations model or capital improvement for the entire San Francisco Water Supply System and Lower Crystal Springs Reservoir to allow acceptance of heavy and prolonged stormwater runoff without the necessity of releasing hazardous volumes of stormwater into San Mateo Creek.

The San Francisco Water Department controls the release of water from Lower Crystal Springs Reservoir to maintain flood storage capacity in the event of a major storm. However, a precise operations model for the reservoir has never been prepared, which would calculate winter storm runoff quantities flowing into the reservoir and provide for controlled drawdown of the reservoir in anticipation of peak storm conditions. If the capacity of the reservoir is exceeded and uncontrolled discharge occurs, major portions of San Mateo would be severely flooded.

An alternative would be to add additional height to the dam spillway to retain a higher water level in the event of a major storm and defer discharge to non-storm periods.

S 2.5: Comprehensive Drainage Study. Conduct a comprehensive drainage study of San Mateo's seven watershed areas to improve and maintain drainage capacity adequate to convey the design storm. Include consideration of creek maintenance and an education and/or enforcement program to minimize illegal dumping of debris and chemicals.

While a hydrologic analysis has been done for San Mateo Creek, such a comprehensive study of flooding potential and identification of needed improvements has not been done for the complex of creeks which

drain into Marina Lagoon. The adequacy of the City's local stormwater collection system should also be analyzed for necessary improvements. At the south end of Marina Lagoon, the 1950 flap gate structure should be considered for replacement to improve Lagoon water quality and reduce siltation.

- S 2.6: Lowlands Protection.** Protect lowlands from the potential rise in the sea level, high tides and tsunamis. Raise levees to a minimum elevation of 8 feet (San Mateo datum) and construct other tide protection works. Protect new habitable buildings in areas subject to flooding in the event of levee failure.

Recent studies of expected sea level rise and recommendations of the Army Corps of Engineers indicate that portions of San Mateo's Bayfront Dike will need to be raised to an elevation of 8 feet (San Mateo datum/10.36 ft. NGVD) for long-term protection from tidal flooding. Consideration should also be given to protection of new construction by elevating habitable floor levels above potential flood heights.

D. WILD FIRE HAZARDS

BACKGROUND

Wildland fire hazards in San Mateo exist in the few remaining undeveloped portions of the western hills, which include Sugarloaf Mountain, Laurel Creek Canyon, portions of the unincorporated Highlands area and the Parrott Drive area adjacent to Hillsborough (see Figure S-5). These areas are subject to wildland type fires due to existing vegetation, particularly chaparral, the steep slopes and the temperate climate with dry summer months. During the past 15 years only one significant fire has occurred. It burned 20 acres in the Laurel Creek Canyon watershed and caused limited residential damage. Although recent fires have not occurred, these areas pose substantial risks to nearby residences and to the natural environment.

Urban fire hazards and water supply requirements are discussed in the Land Use Element.

GOALS AND POLICIES

- GOAL 3:** Maintain adequate fire and life safety protection from wildland fires.

POLICY:

- S 3.1: Wildland Fire Plan.** Establish a wildland fire plan for all sites identified in the Safety Element on Figure S-5 which are subject to wild fire hazards. Require all development adjacent to wildlands to provide fire retardant roofing materials, adequate site access, and fire breaks of at least 30 feet.

Fire retardant roofing materials reduce the spread of fire by wind-borne embers, and "greenbelt" landscaping using irrigated, non-combustible plant species, at a minimum radius of 30 feet surrounding

the structures, acts as a fire break. Adequate site access for fire suppression vehicles, particularly to steeply sloped areas, is also very important. Current standards require a minimum 20-foot roadway, exclusive of parking. Generally two access routes are required unless other mitigation, such as fire sprinklers, are incorporated into buildings. Access ways exceeding 300 feet in length must have turnarounds with radii adequate for fire vehicles.

E. EMERGENCY OPERATIONS

BACKGROUND

The City prepared a Multi-Hazard Functional Plan (MHFP) in 1995 as required by the California Emergency Services Act. It defines the City's planned response to emergency situations such as fire, earthquake, flood, hazardous materials spill, civil disturbance or war.

The City's Emergency Operations Center (EOC) is located at the Police Department at 2000 South Delaware. The center contains emergency supplies and equipment and would serve as a communications and administrative headquarters. Since the EOC is located in the flood plain, an alternate EOC is located at Fire Station 7, 1801 De Anza Boulevard. The MHFP identifies fourteen possible shelter locations at school sites, including the College of San Mateo.

GOALS AND POLICIES

GOAL 4: Minimize potential damage to life, environment and property through timely, well-prepared and well-coordinated emergency preparedness, response plans and programs.

POLICIES:

S 4.1: Emergency Readiness. Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, tsunamis, peak storms and like failure. Increase public awareness of potential hazards and the City's emergency readiness and response program.

Emergency readiness depends upon maintenance of an updated and useable Multi-Hazard Functional Plan, trained personnel through frequent emergency drills, and functional emergency equipment, particularly emergency communications, power supplies and vehicles. The public should be made aware of potential dangers, particularly those living or working in areas subject to inundation, and of contingency plans or information sources.

S 4.2: Evacuation Routes. Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, Figure C-1.

In the event of an emergency, the major arterial streets identified in the Circulation Element would serve as principal evacuation routes. Routes which parallel US 101 and SR 92 are particularly important since they would provide a backup to the freeway in the event overpasses collapse or are blocked.

F. HAZARDOUS MATERIALS

BACKGROUND

Much of the economic success of the Bay area is based on research and manufacturing processes, the byproducts of which include substances which may be harmful to people and to the surrounding environment. Hazardous waste ranges from familiar substances such as waste oil and cleaning solvents, to highly toxic industrial compounds, and include toxic metals, gases, flammable and explosive liquids and solids, corrosive materials, radioactive materials and infectious biological waste.

Up until 1990, the management of hazardous waste relied heavily upon land disposal of untreated materials. With the elimination of this option, reduction of waste volumes or recycling waste compounds for reuse has become the preferred strategies.

In 1989, a majority of cities in San Mateo County approved the San Mateo County Hazardous Waste Management Plan (HWMP). The HWMP emphasizes waste reduction and recycling, extensive educational processes, coordinated identification, permitting and inspection of waste generators, and creation of a permanent facility for deposit of household hazardous waste. A major feature of the plan is the identification of sites suitable for various types of hazardous waste management facilities.

This portion of the General Plan constitutes the City of San Mateo Hazardous Waste Management Plan as provided for in Section 25135 of the California Health and Safety Code. The County HWMP is incorporated into the General Plan by this reference, and major provisions of that plan are summarized below.

Existing Waste Generation

In 1986, San Mateo County generated 35,490 tons of hazardous waste for transport to designated treatment, storage or disposal facilities. Approximately 18% of the waste stream was treated and disposed of in San Mateo County, primarily at the Romic Chemical Corporation in East Palo Alto. In 1989, there were 139 permitted hazardous waste generators in the City of San Mateo, roughly half of which were service stations (49) which generate waste oil and dry cleaners (15) which generate solutions with organic residues. The City of San Mateo contributed less than 1% to the county's waste stream in 1986, generating about 350 tons of hazardous waste in that year.

Most of the waste generators in San Mateo are small quantity generators -- small businesses and households which generate less than 12 tons per year. While this is beneficial from the standpoint of waste quantities created, many small generators do not dispose of waste in a proper or legal manner due to lack of knowledge or adequate enforcement. To facilitate the safe handling of hazardous waste from

small generators, the HWMP proposes programs which would provide educational brochures for businesses and households, increase efforts at identifying all waste generating firms, and establish a household hazardous waste transfer station which would operate on a semi-permanent basis.

Existing Waste Management Capacity

In 1986, 82% of the County's hazardous wastes, or approximately 29,000 tons, was exported to management facilities elsewhere in California or other states. However, approximately 59,000 tons of waste was imported into the county for treatment, principally at the Romic Chemical Corporation. This means that San Mateo County was a net waste importer. This is important since State legislation provides that counties that do not meet their "fair-share" responsibility for accepting hazardous waste must approve new treatment facilities.

Projected Waste Generation and Management Capacity

In the year 2000, San Mateo County is projected to generate approximately 55,025 tons of hazardous waste (a 55% increase over 1986 volumes), of which 83% will be from commercial and industrial sources, 13% from household sources, and 4% from clean-up of contaminated sites. It is estimated that waste reduction and recycling activities could reduce commercial/industrial waste generation by 10%-40%.

The capacity for waste treatment in San Mateo County should increase to at least 95,480 tons by the year 2000 due to expansion in operating capacity of the Romic Corporation. This means that the County will be a net waste importer, by a margin of almost 2:1, thus meeting its fair share responsibilities for the future and providing cities with much more flexibility in reviewing proposed waste management facilities.

Siting Waste Management Facilities

The HWMP provided criteria for the siting of new hazardous waste management facilities, and indicates the areas which appear initially suitable for locating new facilities. In general, the siting criteria direct new facility development away from areas having significant natural hazard potential (landslides, potable water supplies, aquifers, high soil permeability); environmental resources (wetlands, riparian corridors, wildlife reserves and prime agricultural land); and population concentrations (residential zones). New facilities would be allowed in industrial areas near transportation corridors and hazardous waste generators to minimize transport through a community.

In the City of San Mateo, the HWMP has designated 15 areas which are zoned for either commercial or industrial uses as suitable for waste treatment, recycling, storage and transfer facilities (see Figure S-5). Incinerators and residual repositories would not be permitted in San Mateo. The sites designated for treatment, recycling, storage and transfer facilities are located in manufacturing districts adjacent to the Southern Pacific rail corridor. Sites designated for storage and transfer facilities only are in service commercial zoning districts adjacent to the rail corridor, west of US 101 on Amphlett, and in Coyote Point Park.

Due to the highly developed nature of San Mateo and the lack of large waste generating firms, it is unlikely that a large treatment or recycling facility will attempt to locate in the City. However, should an application be filed to locate a hazardous waste facility in San Mateo, a detailed process would be

initiated including preparation of a site specific risk assessment analyzing short- and long-term risks associated with the proposed facility. If the risk assessment reveals that potential risks cannot be adequately mitigated, a proposal may be disapproved even if it is located within a general area which has been designated in the HWMP as a potentially suitable site for a hazardous waste facility.

Contaminated Sites

Many properties in the county and in the City of San Mateo are contaminated by hazardous waste infiltrating into the soil and groundwater supply due to faulty underground storage tanks or illegal disposal techniques. A 1989 list of contaminated sites published by the State Office of Planning and Research identified 46 sites in San Mateo as being contaminated, mostly from underground tanks. These sites are in various stages of clean-up through efforts of the County Department of Health, the State Department of Health Services, the San Francisco Regional Water Quality Control Board, and private property owners. The County has adopted an ordinance which requires improved underground storage tanks which include double containment vessels and spill monitoring apparatus.

Transportation Routes

Hazardous waste primarily is transported within San Mateo via trucks. Since the County is both an importer and exporter of wastes, there is a significant potential for accidental release of wastes in transit. Local government is pre-empted from regulating the transport of hazardous wastes on State highways, which include US 101, SR 92 and I-280. Jurisdiction is under the California Department of Transportation (CalTrans) with enforcement by the California Highway Patrol. Local agencies have the authority to restrict the use of local roads for waste transport, as well as the time of transit, if not unduly restrictive to commerce.

Generally, selection of transportation routes should minimize the time and distance that hazardous waste is in transit, avoid residential neighborhoods and environmentally sensitive areas, avoid periods and areas of traffic congestion, minimize use of local roads and provide for adequate emergency response services.

Emergency Response

The high volumes of hazardous materials handled and transported in San Mateo County pose a significant risk of accidental release or spill.

The San Mateo County Area Emergency Services Council has principal responsibility for emergency response coordination. The Council was established by a joint powers agreement of the County and all cities within the county, and has adopted a Hazardous Materials Area Plan which establishes responsibilities and actions for responding to a wide range of hazardous material incidents. If an incident were to occur in the City of San Mateo, the San Mateo Police Department would act as incident command, unless it occurred on a State highway under the authority of the California Highway Patrol. The local agency would be assisted by the South County Fire Authority, which maintains a fully equipped hazardous materials response vehicle to identify the hazardous material and provide initial containment. Technical assistance would also be provided by the County Environmental Health Section.

GOALS AND POLICIES

GOAL 5: Protect the community's health, safety and welfare relating to the use, storage, transport, and disposal of hazardous materials.

POLICIES:

S 5.1: County Cooperation. Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation of such material in San Mateo.

State legislation has designated counties as the level of government to assume the lead role in subregional planning for hazardous waste management. The San Mateo County Departments of Health, Environmental Management, Public Works and District Attorneys Office have direct responsibilities for planning and implementing the County Hazardous Waste Management Plan on behalf of all cities in the County.

S 5.2: County Hazardous Waste Management Plan. Adopt by reference all goals, policies, implementation measures, and supporting data contained in the San Mateo County Hazardous Waste Management Plan.

The County Hazardous Waste Management Plan (HWMP) establishes a comprehensive approach to management of hazardous wastes in San Mateo County, including siting criteria for new waste management facilities, educational and enforcement efforts to minimize and control the waste stream, and maintenance of a unified data base on waste generators. Other policies adopted by the City of San Mateo will elaborate and further define aspects of the County HWMP which reflect local conditions and objectives, but which are consistent with the overall direction of the County HWMP.

S 5.3: On-site Waste Treatment. Promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off site treatment.

The optimal methods of hazardous waste management are either source reduction, such as substituting alternative raw materials or altering production processes to reduce the amount of wastes generated, or on-site recycling, which reuses the generated waste in the production process or as a marketable byproduct. The HWMP has adopted a goal of a 40% reduction in waste generation by the year 2000 through educational efforts including preparation of informational pamphlets, the sponsoring of seminars on alternative technologies, and directly assisting firms in assessing their reduction potential, and by requiring large waste generators to submit waste reduction plans.

S 5.4: Transportation Routes. Restrict the transportation of hazardous materials and waste to truck routes designated in Circulation Policy C-1.3, and limit such transportation to non-commute hours.

Risks associated with hazardous waste spills are exacerbated during transportation since such spills would be uncontained and could affect a substantial population of motorists, pedestrians and occupants of nearby residences and businesses. Transportation during peak commute hours increases risks due to the increased surrounding population, increased accident potential during such hours, and the difficulty in

obtaining emergency response through traffic congestion. Transportation through local, residential streets is unacceptable due to the risks posed to residents.

S 5.5: Regulating Hazardous Waste Management Facilities. Regulate the location and operation of hazardous waste management facilities through the issuance of a special use permit.

The development of hazardous waste management facilities which accept waste from off-site generators should require the issuance of a discretionary use permit to allow for individual consideration of applications for new waste management facilities and their impacts on nearby land uses, transportation routes and the environment.

S 5.6: Siting of Hazardous Waste Management Facilities. Restrict the possible location of new hazardous waste management facilities to those areas designated on Figure S-5. Prohibit the location of residual repository and incineration facilities in the City of San Mateo due to proximity to residential uses. Consider allowing waste treatment, transfer and storage facilities in manufacturing districts only, and allowing waste transfer and storage facilities in service commercial districts. The location of waste management facilities in the City should be based on the ratings of area suitability contained in Appendix Q.

The County HWMP has indicated fifteen areas within the City of San Mateo which are suitable for the location of new off-site hazardous waste management facilities based on siting criteria contained in the Plan. These areas are shown on Figure S-5, and are limited to manufacturing and service commercial land use designations which would typically allow the types of businesses which use hazardous materials. In addition, the City has established a matrix of various constraints affecting these areas, and has rated the relative suitability of the areas as a guide to future applicants and decision-makers. This matrix is included as Appendix Q.

S 5.7: Design of Hazardous Waste Management Facilities. Require the following features and mitigation measures in the design of proposed hazardous waste management facilities to minimize potential health, safety and aesthetic impacts on surrounding properties and occupants:

- a. For sites located in areas subject to flooding or inundation as shown on Figures S-3 & 4, require facilities to have a surface elevation at least 1.5 feet above the maximum flood water level for areas containing hazardous substances or to be flood-proofed in some other manner suitable to the City.
- b. Require facilities to provide for full on-site containment of maximum permitted quantities of hazardous substances, including protection of storm drain or sanitary sewer inlets from accidental entry of hazardous materials.
- c. Require facilities to provide separate storage and/or treatment of potentially reactive substances, including separate spill containment vessels. Require that storage of hazardous gasses provides for adequate filtration and neutralization devices to prohibit accidental release of toxic substances.
- d. Require that all storage and treatment occur within an enclosed structure.

The design of hazardous waste management facilities should mitigate many potential impacts of such facilities, including the possibilities of off-site chemical spills or gas releases, dangerous reactions of chemicals when accidentally mixed, or the entry of hazardous substances into the storm or sanitary sewer systems. To offer further protection from accidental release and as an aesthetic consideration, storage of hazardous materials should not be permitted outside a building.

- S 5.8: Risk Assessment.** Require the preparation of a risk assessment to determine site suitability for applications for hazardous waste management facilities, establishing the distance requirements from public assembly, residential or immobile population and recreational areas or structures; impacts from seismic, geologic and flood hazards; impacts on wetlands, endangered species, air quality and emergency response capabilities; and proximity to major transport routes.

The process for review of applications for hazardous waste management facilities requires the preparation of a risk assessment for consideration by the decision-making bodies to determine the suitability of the site for the proposed facility and necessary mitigation measures if the installation is permitted. The HWMP does not contain distance requirements for waste management facilities from sensitive land uses, such as residences or areas of assembly, due to differing characteristics of each waste management facility. Distance requirements for a facility which stores waste oil would be very different from a facility storing toxic gases. These distance requirements will have to be determined by the risk assessment, evaluating the specific facility proposed and the characteristics of the surrounding environment.

- S 5.9: Shared Data.** Investigate means of sharing County data on businesses which store hazardous substances with local emergency service providers, such as the Police and Fire departments, as well as the Public Works Department for the wastewater source control program.

The first emergency units which would respond to a local emergency would be the San Mateo Police and Fire departments. These units should have adequate information sources to determine the location and types of hazardous substances which are likely to be encountered at commercial and institutional locations throughout the City. The Public Works Department would need to respond to hazardous substances that may impact the City's Wastewater Treatment Plant or stormwater drainage system.

- S 5.10: Contaminated Sites.** Require the clean-up of contaminated sites indicated on the Hazardous Waste and Substances Sites List published by the State Office of Planning and Research in conjunction with substantial site development or redevelopment, where feasible.

Sites within San Mateo which are contaminated with hazardous substances are threats to the quality of ground water aquifers and should be cleaned through decontamination of soils and filtration of ground water. Clean-up should be required in conjunction with redevelopment of the property or major expansions of existing uses.

- S 5.11: Cost Recovery.** Require businesses which generate hazardous waste or applicants for hazardous waste management facilities to pay necessary costs for implementation of the HWMP programs and for application costs, and to pay for costs associated with emergency response services in the event of a hazardous material release, to the extent permitted by law.

Provisions of State law allow for cost recovery for permitting and enforcement actions for hazardous waste generators, and for costs associated with applications for new hazardous waste management facilities. Application costs for hazardous waste management facilities would include regulatory fees, license fees, fees relating to the environmental review process, costs of required public notice, costs of the citizens local advisory committee, and continuing monitoring fees. In addition, the costs associated with emergency response services, which might include spill containment, traffic control and area evacuation, should be passed on to the business operator having responsibility for the hazardous material released.

Shaking Amplification During Earthquakes

FIGURE S-1

EXTREMELY HIGH	A
VERY HIGH	B
HIGH	C
MODERATELY HIGH	D
MODERATE	E
MODERATELY LOW	F
LOW	G
VERY LOW	H

Source: ABAG, "On Shaky Ground", 1995.

Note: This map is intended for planning purposes only and is not intended to be site specific. Estimated amplification may be incorrect by one unit higher or lower.



Slope Stability & Liquefaction Potential During Earthquakes

FIGURE S-2

GENERAL AREAS OF LIQUEFACTION POTENTIAL

HIGH A
MODERATE B

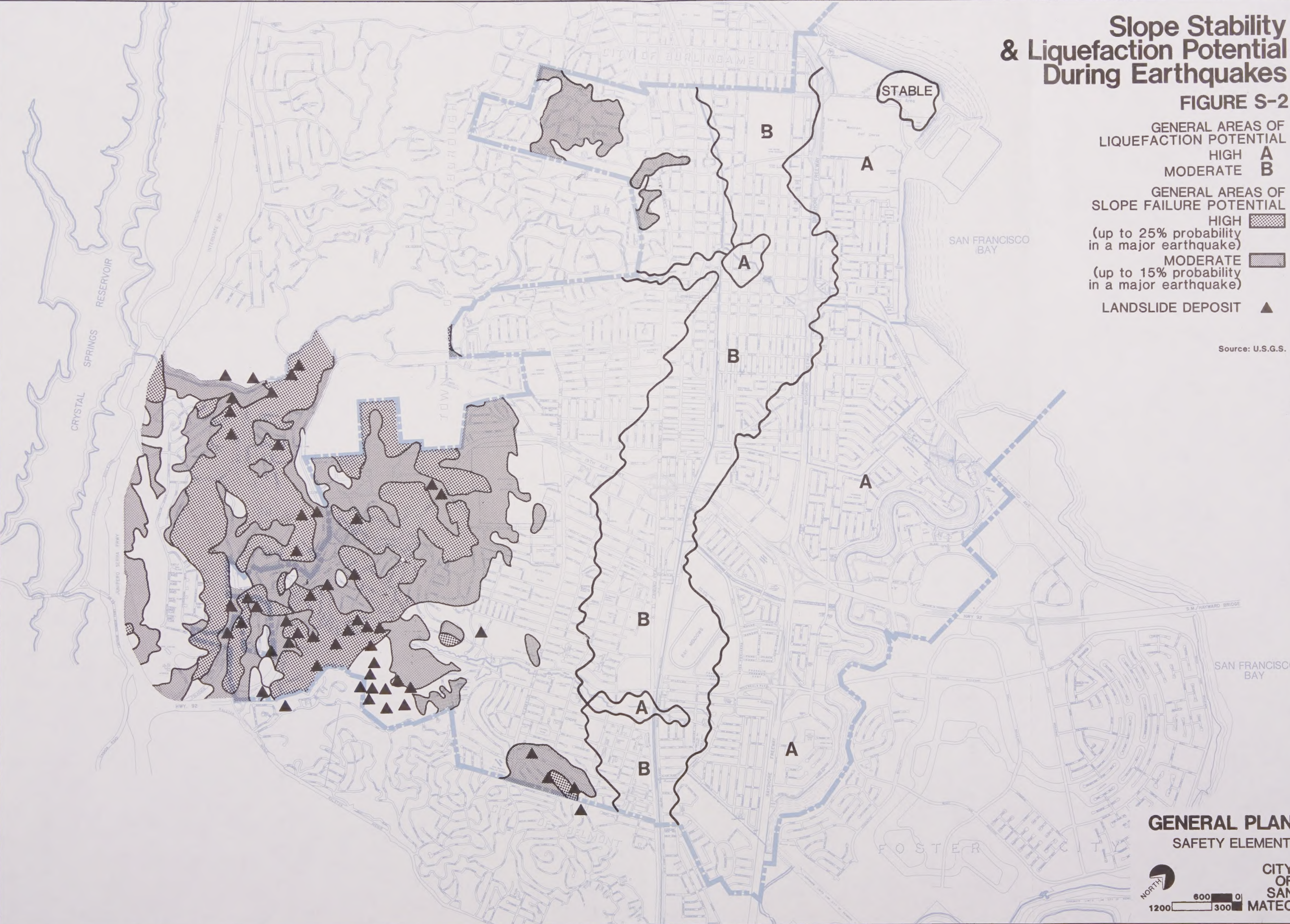
GENERAL AREAS OF SLOPE FAILURE POTENTIAL

HIGH (up to 25% probability in a major earthquake)

MODERATE (up to 15% probability in a major earthquake)

LANDSLIDE DEPOSIT ▲

Source: U.S.G.S.



GENERAL PLAN
SAFETY ELEMENT

CITY OF SAN MATEO

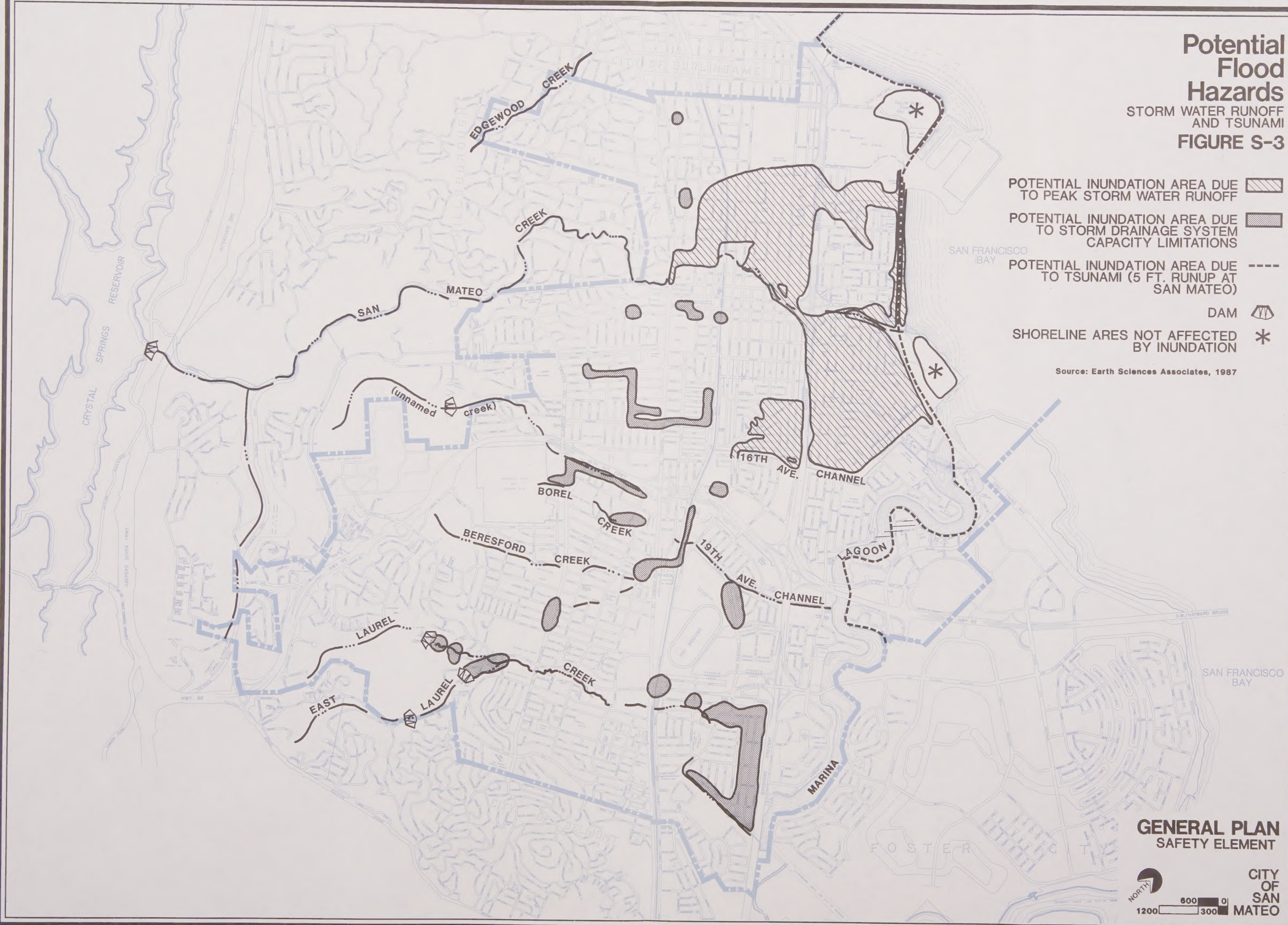
Potential Flood Hazards

STORM WATER RUNOFF AND TSUNAMI

FIGURE S-3

- POTENTIAL INUNDATION AREA DUE TO PEAK STORM WATER RUNOFF 
- POTENTIAL INUNDATION AREA DUE TO STORM DRAINAGE SYSTEM CAPACITY LIMITATIONS 
- POTENTIAL INUNDATION AREA DUE TO TSUNAMI (5 FT. RUNUP AT SAN MATEO) 
- DAM 
- SHORELINE AREAS NOT AFFECTED BY INUNDATION 

Source: Earth Sciences Associates, 1987



GENERAL PLAN
SAFETY ELEMENT

CITY OF SAN MATEO

Potential Flood Hazards

DAM AND DIKE FAILURE

FIGURE S-4

- POTENTIAL INUNDATION DUE TO CRYSTAL SPRINGS DAM FAILURE 
- POTENTIAL INUNDATION DUE TO LAUREL CREEK DAM FAILURE 
- HIGHEST ELEVATION BOUNDARY OF POTENTIAL INUNDATION DUE TO BAYFRONT DIKE FAILURE 
- SHORELINE AREAS NOT AFFECTED BY INUNDATION 
- DAM 

Source: Earth Sciences Associates, 1987



GENERAL PLAN
SAFETY ELEMENT

CITY OF
SAN
MATEO

Fire/Police Services & Hazardous Materials Sites

FIGURE S-5

- AREA EXCEEDING 5 MINUTE FIRE RESPONSE TIME 
- AREA POTENTIALLY AFFECTED BY WILD LAND FIRE 
- UNDEVELOPED HILLSIDES SUBJECT TO WILD LAND FIRE 
- FIRE STATION 
- POLICE STATION - EMERGENCY OPERATIONS CENTER 
- ALTERNATIVE EMERGENCY OPERATIONS CENTER ALT. 
- CALIFORNIA DEPARTMENT OF FORESTRY STATION CDF 
- SITES POTENTIALLY SUITABLE FOR:
- HAZARDOUS WASTE TRANSFER AND STORAGE ONLY 
- HAZARDOUS WASTE TREATMENT, RECYCLING, TRANSFER AND STORAGE 

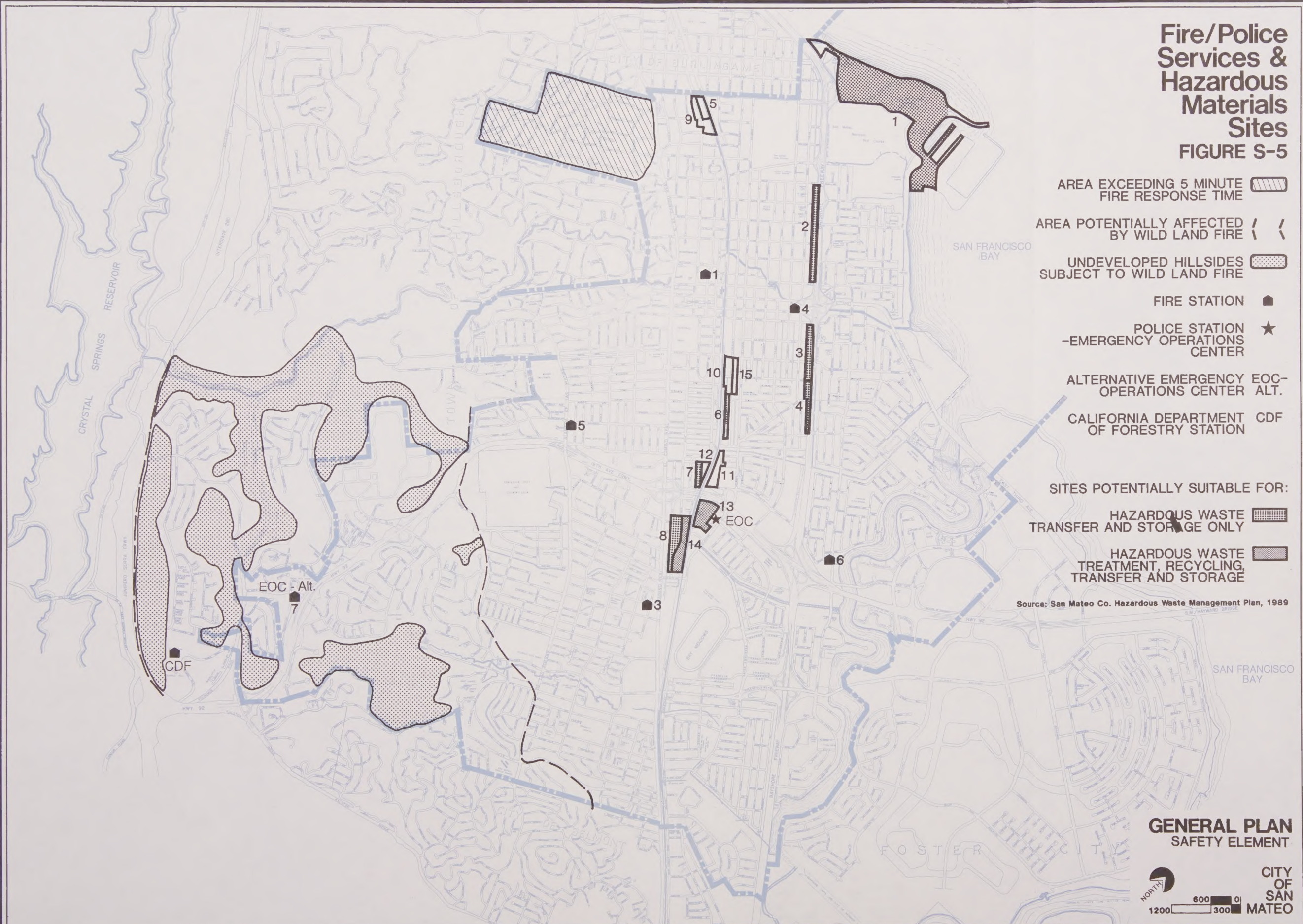
Source: San Mateo Co. Hazardous Waste Management Plan, 1989

GENERAL PLAN SAFETY ELEMENT

CITY OF SAN MATEO

NORTH 

600 0 1200 300



NOISE



VIII. Noise

A. INTRODUCTION

The extent of exposure of the population to noise constitutes a major component of overall quality of life in the community. The Noise Element sets forth the City's goals and policies regarding the control of environmental noise and the protection of citizens from excessive noise exposure.

B. BACKGROUND

The following information, abstracted from the Noise Element Background Report (June, 1989), does not attempt to fully describe all principles and data related to noise generation, but provides a setting for the goals and policies of this Element. Readers are referred to the Background Report for detailed information.

BASIC CONCEPTS OF ENVIRONMENTAL NOISE

Noise is commonly defined as unwanted sound. Environmental noise is a part of modern society -- noise from transportation vehicles, motorized labor-saving devices and amplified sound. People can tolerate a certain amount of noise, but excessive levels become a nuisance and can ultimately result in hearing impairment.

Noise level or intensity is measured in decibels (dB), and ranges from 0 dB at the threshold of hearing to 140 dB, which is the threshold of pain. In evaluating noise increases, it is important to know that a 3 dB change in noise level is barely perceptible to the human ear and that a 10 dB increase is perceived as a doubling of loudness.

Human hearing decreases at extremely low and high frequencies, and is taken into account by the "A-weighted" decibel scale, expressed as "dBA." To account for human sensitivity to night-time noise, another weighting system is employed called the Day-Night sound level (LDN), which represents a 24-hour average sound level with a 10 dB penalty added for night-time noise between the hours of 10:00 p.m. and 7:00 a.m.

Another noise measurement method which results in noise measurement values quite similar to LDN but which is well suited for outdoor activities is the Equivalent Sound Level (Leq).

HOW LOUD IS LOUD?
Sound level in decibels (dBA)

jet takeoff (200')	120	Threshold of pain
rock music band	110	
jackhammer (25')	100	
motorcycle accelerating (25')	90	
power lawn mower (20')	80	
steady urban traffic (25')	70	
normal conversation (3')	60	
daytime street, no nearby traffic	50	
inside average residence	40	
inside quiet home	30	
rustling leaves	20	Threshold of hearing
mosquito (3')	10	
	0	

Every increase of 10 dBA doubles the perceived loudness of noise. For example, a motorcycle accelerating (90 dBA) seems twice as loud as a power lawn mower (80 dBA).

NOISE IN SAN MATEO

A noise measurement survey was conducted in San Mateo during October, 1987 to determine noise levels throughout the community. The results are represented as a contour map in Figure N-1. Noise exposure in San Mateo is dominated by traffic and the SP rail line. Aircraft operation associated with San Francisco International Airport does not significantly affect noise levels throughout San Mateo, although some neighborhoods in the north-eastern portion of the City are impacted by the airport approach path. Localized noise sources include the operation of Bay Meadows Racetrack and the San Mateo County Fairgrounds. Generally, noise created by manufacturing uses does not have a major impact on the community, although occasional complaints are received from immediate neighbors.

The noise contour map is used to determine the suitability of land uses depending upon the extent of noise exposure in the area. The City of San Mateo has developed a list of "noise sensitive" uses (see Table N-1 and N-2) which include residential dwellings, schools, hospitals, hotels and outdoor recreation areas. These uses should ideally be located in areas not exceeding 60 dBA (LDN) and 65 dBA (Leq) for outdoor recreational uses, but this is not reasonable in San Mateo where existing noise levels exceed 60 dBA (LDN) in all but a few of the western portions of the City (see Figure N-1). Noise sensitive land uses may be located in areas having noise levels between 60 and 70 dBA (LDN) if noise mitigating construction measures are used to reduce interior sound levels to 45 dBA (LDN) or below as required by State noise insulation law for multi-family dwellings, and extended by the City of San Mateo to new single-family dwellings. Exterior sound levels for new multi-family common open space should be reduced to below 67 dBA (LDN) and for parks or playgrounds reduced to 65 Leq during the noisiest hour through their location on a site or buffered by the placement of buildings between the noise source and the open space. The areas of greatest noise impact in San Mateo, which exceed 70 dBA (LDN) and are therefore unsuitable for the location of new noise sensitive uses, are in the residential neighborhoods adjacent to the Bayshore Freeway and the SP rail corridor (see Figure N-1). Narrow portions of SR 92 and El Camino Real (SR 82) also exceed the City's guidelines. The projected noise increases to the year 2010 are shown in Figure N-2, and are very similar to existing conditions, with increases anticipated generally due to traffic increases.

MITIGATING NOISE IMPACTS

Noise mitigation measures fall into two general categories: physical mitigation and administrative regulation. Physical mitigation involves reducing the noise level, ideally at the source, such as by enclosing a noisy piece of equipment or by substituting quieter machinery. Reduction in the overall sound level can also occur by limiting noise exposure, such as by installing sound walls, using sound-absorbing building materials, or through careful site planning by orienting buildings away from the noise source and eliminating narrow corridors open to the noise source. Building walls and windows typically reduce noise by approximately 15 dB. Noise barriers, such as sound walls and earth berms can achieve varying reductions of noise based on their height and size. A solid wall which just eliminates visibility of the noise source can attenuate noise by 5 dB. If noise cannot be reduced at the source, the distance between the source and the receiver can be increased to attenuate the noise. A doubling of the distance from a noise source results in a 6 dB decrease from a fixed noise source and about a 3 dB decrease from a linear source such as a highway. Vegetation does little to screen out noise -- a densely planted strip 50 feet wide is needed to reduce noise by 5 dB. Administrative regulation reduces noise generation by limiting operation or duration of the noise source, regulating locations where an activity may occur, or enforcing state standards such as automobile and boat muffler requirements which limit noise emissions.

TABLE N-1

**NOISE SENSITIVE LAND USE COMPATIBILITY GUIDELINES FOR
COMMUNITY NOISE ENVIRONMENTS¹**

Land Use Category	Day/Night Sound Level (LDN), Decibels		
	Normally Acceptable ²	Conditionally Acceptable ³	Normally Unacceptable ⁴
Single-family residential	50-59	60-70	Greater than 70
Multi-family residential	50-59	60-70	Greater than 70
Hotels, Motels, and Other Lodging Houses	50-59	60-70	Greater than 70
Long-Term Care Facilities	50-59	60-70	Greater than 70
Hospitals	50-59	60-70	Greater than 70
Schools	50-59	60-70	Greater than 70
Multi-family Common Open Space Intended for the Use and Enjoyment of Residents	50-67	--	Greater than 67

TABLE N-2

NOISE GUIDELINES FOR OUTDOOR ACTIVITIES

Land Use Category	Equivalent Sound Level (Leq), Decibels		
	Normally Acceptable ²	Conditionally Acceptable ³	Normally Unacceptable ⁴
Parks, Playgrounds	50-65*	--	Greater than 65*

TABLE NOTES

¹ These guidelines are derived from the California Department of Health Services, Guidelines for the Preparation and Content of the Noise Element of the General Plan, 6/87. The State Guidelines have been modified to reflect San Mateo's preference for distinct noise compatibility categories and to better reflect local land use and noise conditions. It is intended that these guidelines be utilized to evaluate the suitability of land use changes only and not to determine cumulative noise impacts. Land uses other than those classified as being "noise sensitive" are exempt from these compatibility guidelines.

² Normally Acceptable -- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

³ Conditionally Acceptable -- New construction should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.

⁴ Normally Unacceptable -- New construction should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

* Equivalent Sound Level (Leq) for peak hour.

C. GOALS AND POLICIES

GOAL 1: Protect "noise sensitive" land uses from excessive noise levels.

POLICIES:

- N 1.1: Interior Noise Level Standard.** Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Maximum interior noise level shall not exceed 45 dB (LDN) in all habitable rooms.
- N 1.2: Exterior Noise Level Standard.** Require an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Require an acoustical analysis which uses Leq for new parks and play areas. Require feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB for residential uses and should not exceed 65 dB (Leq) during the noisiest hour for public park uses.

Implementation N 1.1 and N1.2: Interior and Exterior Noise Level Standards.

As part of the development review process, an acoustical analysis is required for all new projects listed on Tables N-1 and N-2 when the site locations exceed the noise level standards established in the General Plan. Mitigation measures to reduce both exterior and interior noise to acceptable levels are required as part of the analysis, and are incorporated into conditions of project approval.

Lead: Planning Division reviews General Plan and consults with Building Division on scope of analysis. Building Division approves content of final report and administers conditions of project approval.

(Ongoing)

Most of San Mateo has existing noise levels which exceed the normally acceptable levels for noise sensitive uses. Since the majority of the City is within the "conditionally acceptable" range of between 60-70 dBA (LDN), some form of noise mitigation will have to be incorporated into building and site design for new noise sensitive land uses. While the State currently requires that multi-family dwellings in areas exceeding 60 dBA (LDN) incorporate mitigation measures to achieve an interior sound level of 45 dBA (LDN), the City of San Mateo will extend this requirement to single-family dwellings. In most cases the necessary sound attenuation can be accomplished with acoustically rated double-pane windows.

A few of San Mateo's residential neighborhoods which border highways, El Camino Real (SR 82) and the railway line are subjected to sound levels exceeding 70 dBA (LDN), which would be in the "normally unacceptable" range for noise sensitive uses. Rather than precluding new residential development in

these areas, the City will require that building construction techniques be utilized which reduce interior sound to an acceptable level.

Also of concern are outdoor recreation areas in new parks, and schools. The City will require feasibility analysis of incorporating measures to reduce exterior sound levels, such as sound walls, open space sheltered from noise sources by building walls, and placement of active use areas away from noise sources. Particular attention should be paid to the design of such sound barriers so they are visually pleasing, usually through extensive landscape screening.

GOAL 2: Minimize unnecessary, annoying or unhealthful noise.

POLICIES:

- N 2.1: Noise Ordinance.** Continue implementation of the City's existing noise control ordinance: a) which prohibits noise which is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.

Implementation N 2.1: Noise Ordinance.

Noise nuisances, as defined in the City's Municipal Code, are abated through a standardized enforcement process, which includes referral to the Housing and Advisory Appeals Board. This includes noise generated by building construction and equipment at unauthorized times.

Lead: Code Enforcement Division.
(Ongoing)

Adoption and enforcement of a noise control ordinance can reduce nuisance noise generated by commercial uses or from residential sources such as amplified music, parties, leaf blowers or barking dogs. Construction activities also generate substantial short-term noise impacts which can be limited to specified hours and days of the week.

- N 2.2: Minimize Noise Impact.** Protect all "noise sensitive" land uses listed in tables N-1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (LDN) or above at the common property line, or new uses which generate noise levels of 60 dB (LDN) or above at the property line, excluding ambient noise levels.

Noise sensitive land uses, such as residential neighborhoods, hotels, hospitals, schools and outdoor recreation areas, must be protected from new development which causes discernable increases in noise levels as a result of on-site activities. Noise generators such as machinery or parking lots must be mitigated through physical or operational limits.

- N 2.3: Minimize Commercial Noise.** Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new

developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses which generate noise levels of 65 dB (LDN) or above at the property line, excluding ambient noise levels.

Commercial and industrial areas typically tolerate a higher noise level than residential neighborhoods. However, some control is necessary for new development within non-residential areas so that exceptionally noisy uses are restricted.

Implementation N 2.2 and N 2.3: Minimize Noise.

Where potential exists for noise impacts inconsistent with these policies, a noise report identifying noise impacts and mitigation measures is required as part of the development review process.

Mitigation measures are then incorporated as conditions of project approval.

Lead: Planning Division reviews General Plan and consults with Building Division on scope of analysis. Building Division approves content of final report and administers conditions of project approval.

(Ongoing)

- N 2.4: Traffic Noise.** Recognize projected increases in ambient noise levels resulting from traffic increases, as shown on Figure N-2. Promote the installation of noise barriers along highways where "noise sensitive" land uses listed in Table N-1 are adversely impacted by unacceptable noise levels [60 dB (LDN) or above]. Require adequate noise mitigation to be incorporated into the widening of SR 92 and US 101. Accept noise increases on El Camino Real (SR 82) for existing development, and require new multi-family development to provide common open space having a maximum exterior noise level of 67 dB (LDN).

Implementation N 2.4: Traffic Noise.

Additional sound walls are to be installed along US 101 in conjunction with its widening; sound walls between 3rd Avenue and SR 92 along US 101 are being constructed. Sound walls have recently been constructed along the northern portion of US 101 and along the US 101 border of San Mateo Village. Preliminary design work has not yet started on the widening of SR 92; however, the issue of sound walls will be addressed during both the design and environmental review phases of the project. Noise standards for development along El Camino Real are imposed on a case by case basis consistent with this policy's guidelines. New multi-family developments are required to comply with exterior noise standards as part of the development review process for consistency with State law.

Lead: Public Works Department coordinates sound wall construction with Caltrans. Planning and Building Divisions coordinate the review and application of conditions of approval for new development regarding compliance with this policy.

(US 101 sound wall completion estimated by 1997. Development review noise evaluation is ongoing)

The City recognizes that traffic will increase during the next 15 years, and that mitigating traffic noise is very difficult, except in certain instances. The installation of sound walls along highways is supported as an effective means of reducing this major impact. Sound walls are not appropriate, however, in

residential neighborhoods or along major streets due to their visual impact and the need for street access points which diminish the effectiveness of the barriers.

N 2.5: Railroad Noise. Promote the installation of noise barriers along the railroad corridor where "noise sensitive" land uses are adversely impacted by unacceptable noise levels [60 dB (LDN) or above]. Promote adequate noise mitigation to be incorporated into any rail service expansion or track realignment. Study the need of depressing the rail line or other mitigation measures to decrease noise levels prior to substantial expansion of the rail service.

Implementation N 2.5: Railroad Noise.

The Joint Powers Authority has completed a study of electrification of the rail lines, and has adopted a policy for its implementation. Electrification of the rail line would greatly reduce railroad noise impacts. Installation of noise barriers is analyzed on a project-by-project basis for development adjacent to the railroad. Noise impacts were also considered in the examination of alignment alternatives in the railroad corridor study.

Lead: Public Works Department coordinates with Joint Powers Authority on railroad alignment. Planning and Building Divisions coordinate the review and application of conditions of approval for new development adjacent to the rail corridor regarding noise impacts.
(Ongoing)

Another noise source which can be mitigated is the railroad corridor. The City supports the installation of sound walls along the rail line. If substantial increases in rail service occur as projected in the Circulation Element, the need for both noise mitigation and grade separation of the rail line and streets will increase. To achieve both objectives, the City and the Joint Powers Authority should consider depressing the rail line, particularly in the Downtown.

Existing Noise Contours
FIGURE N-1

1987 DNL* NOISE CONTOUR 60

EXISTING NOISE BARRIER

RESIDENTIAL ZONES POTENTIALLY EXCEEDING STATE STANDARDS FOR ACCEPTABLE NOISE LEVELS

* DAY/NIGHT AVERAGE NOISE LEVEL IN DECIBELS
Source: Charles M. Salter Associates, Inc.



GENERAL PLAN
NOISE ELEMENT

CITY OF SAN MATEO

Future Noise Contours

FIGURE N-2

2005 DNL* NOISE CONTOUR ———— 60 ————

EXISTING NOISE BARRIER 60

RESIDENTIAL ZONES POTENTIALLY EXCEEDING STATE STANDARDS FOR ACCEPTABLE NOISE LEVELS

*DAY/NIGHT AVERAGE NOISE LEVEL IN DECIBELS
Source: Charles M. Salter Associates, Inc.



GENERAL PLAN
NOISE ELEMENT

CITY OF
SAN
MATEO

APPENDICES

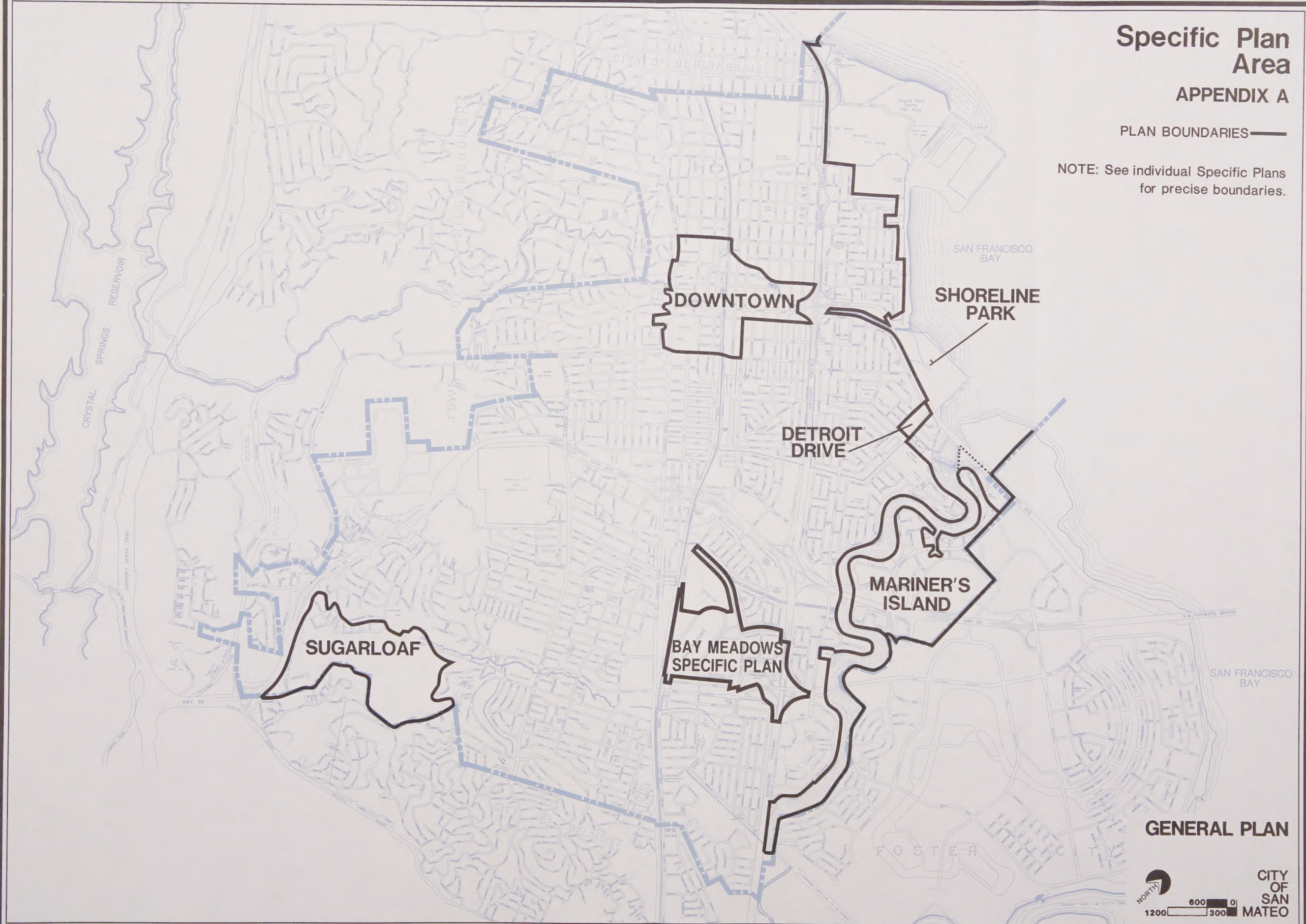


Specific Plan Area

APPENDIX A

PLAN BOUNDARIES ———

NOTE: See individual Specific Plans for precise boundaries.



GENERAL PLAN

APPENDIX B

LAND USE CATEGORIES

The land use categories, which are graphically depicted on the Land Use Map, are intended to cover the range of all residential and non-residential land uses in the City, to provide a distinct range of acceptable uses within each category, and to briefly describe the essential characteristics of each category.

A. RESIDENTIAL.

Residential land use categories include residential uses, as well as other uses which may serve and are typically compatible with residential neighborhoods. Allowable densities for the residential categories are expressed in units per net acre and people per net acre as delineated on the Land Use Map which excludes land which may be dedicated for public streets and other purposes. Maximum building height is graphically depicted on the Building Height Plan.

1. SINGLE-FAMILY RESIDENTIAL.
(Up to 9 units per acre -- 0-20 persons per acre)

One dwelling unit per parcel, with the potential for a secondary dwelling unit with an approved Special Use Permit. Other uses which are potentially compatible with single-family neighborhoods but require Special Use Permits include but are not limited to religious facilities, day care and group care facilities, schools and cemeteries. Home occupations are permitted subject to compliance with City standards.

2. MULTI-FAMILY RESIDENTIAL.

Attached dwellings often in multi-story buildings, with the permitted number of dwellings varying by location and parcel size, depending on the surrounding land uses and proximity to major streets and transit facilities. Density bonuses may be obtained for provision of low-moderate income units and for senior housing developments. Uses requiring a Special Use Permit include those allowed in the Single-Family Residential category as well as convalescent care facilities, philanthropic or eleemosynary uses, hospitals, fraternities, apartment hotels, residential care facilities, and private clubs.

- a. Low-Density Multi-Family Residential.
(9 to 17 units per acre -- 21 to 39 persons per acre)

Lower density residential uses such as duplexes and townhouses, typically one to two stories, usually located in close proximity to single-family areas.

- b. Medium-Density Multi-Family Residential.
(18 to 35 units per acre -- 40 to 80 persons per acre)

Apartment and condominium developments, typically two to four stories, which include on-site useable open space.

- c. High-Density Multi-Family Residential.
(36-50 units per acre -- 81-115 persons per acre)

Higher density multi-family areas, typically three to five stories, usually located near transportation corridors, major streets, commercial areas, *the Downtown and train stations.*

LAND USE CATEGORIES

(continued)

B. NON-RESIDENTIAL LAND USE CATEGORIES.

Non-residential land use categories include a wide range of commercial and industrial uses and public facilities. The intensity or scale of development is limited by a combination of building height and floor area ratio. Residential uses ranging from low to high densities are allowed in all non-residential land use categories except service commercial, manufacturing/industrial and parks/open space, and where otherwise excluded by specific area policies.

1. NEIGHBORHOOD COMMERCIAL.

Includes shopping centers serving the immediate neighborhood and including off-street parking, or, clusters of street facing storefronts. These areas often include uses such as supermarkets, bakeries, drugstores, restaurants, delicatessens, barber shops, hair salons, laundromats, hardware stores, dry cleaners, small offices and other personal services. Characterized by a low to medium FARs of 0.5 to 1.0 and heights 25 feet to 45 feet.

2. REGIONAL/COMMUNITY COMMERCIAL.

Larger shopping centers and districts providing goods and services usually not available in neighborhood shopping centers. These centers rely on large trade areas and may include department stores, banks, furniture stores, auto dealerships, appliance stores, toy stores, hotels and offices. Regional centers include Hillsdale and The Island Shopping centers and certain strip commercial areas, such as El Camino Real (SR 82). Characterized by medium to high FARs of 1.0 to 2.5 and heights of 35 feet to 55 feet*.

3. DOWNTOWN COMMERCIAL.

A wide range of retail, service and office uses, characterized by ground floor stores and restaurants and public parking. High-density residential and office uses are encouraged above the ground floor. Characterized by high FARs of 1.0 to 3.0 and heights from 35 feet to 55 feet*.

4. SERVICE COMMERCIAL.

Facilities which provide city-wide and regional services including automobile and truck repair, building material yards and animal hospitals. These uses are generally located away from residential areas due to potential noise, air quality and parking conflicts. While residential uses are not permitted in service commercial areas, homeless shelters and other forms of transitional housing may be allowed with a special use permit. Characterized by a medium FAR of 1.0 and height up to 30 feet.

5. MANUFACTURING/INDUSTRIAL.

Light manufacturing, warehousing and distribution facilities having limited air emissions, noise generation and hazardous materials handling. These uses are generally located away from residential areas. Characterized by a medium FAR of 1.0 and heights from 35 feet to 90 feet.

LAND USE CATEGORIES

(continued)

6. EXECUTIVE OFFICE.

Office parks as well as concentrations of medical or professional offices. Accessory uses permitted include restaurants, personal services, travel agencies, printing, ticket outlets, clubs, and recreation facilities. Characterized by low to medium FARs of .62 to 1.0 and heights of 35 feet to 55 feet*.

7. PUBLIC FACILITIES.

Facilities owned and/or operated by the City, other government agencies, and/or the public school districts

8. PARKS/OPEN SPACE.

Public parks and City-owned conservation lands and private open space or recreation facilities.

9. UTILITIES.

Facilities owned and/or operated by public utilities to serve the public with electricity, gas, water and communications.

10. TRANSPORTATION CORRIDORS.

Freeways and fixed transit lines which provide mass transportation. Portions of the railroad corridor not required for transportation purposes may be considered for other uses.

11. MAJOR INSTITUTION/SPECIAL FACILITY.

Private and public institutional, educational, recreational, and community service uses which includes the San Mateo County Hospital, San Mateo County Fairgrounds, Mills Hospital, Bay Meadows Racetrack, Peninsula Golf and Country Club, and the College of San Mateo.

12. MIXED USE INCENTIVE.

Commercial retail and executive office areas where development incentives, typically increased height and floor area, are provided to encourage housing development, ranging from low to high densities, typically in buildings greater than two stories, in addition to retail and office uses. Characterized by a wide range of medium to high FARs of 1.0 to 3.0 and heights of 25 feet to 55 feet*.

i\luappnxb

* Densities up to 75 units per acre, and height limits up to a maximum of 75 feet may be allowed in some areas within these land use categories, as specified in the area specific policy for Downtown (PA 3), and Policies PA 5.2 and PA 6.3 of the Land Use Element.

APPENDIX C

BUILDING HEIGHT

Land Use Category	Maximum Height
Residential:	
Single-Family	24 Feet.
Low-Density Multi-Family	32 Feet.
Medium-Density Multi-Family	35 Feet to 55 Feet.
High-Density Multi-Family	35 Feet to 55 Feet.
Non-Residential:	
Neighborhood Commercial	25 Feet to 55 Feet.
Regional/Community Commercial	35 Feet to 55 Feet*
Downtown	55 Feet*
Service Commercial	30 Feet.
Manufacturing	35 Feet to 90 Feet.
Executive Office	25 Feet to 55 Feet*
Public Facility	25 Feet to 75 Feet.
Parks/Open space	32 Feet.
Utilities	32 Feet.
Transportation Corridors	32 Feet.
Major Institution/Special Facility	35 Feet to 90 Feet.
Mixed Use:	
Executive Office/Low-Density Multi-Family	25 Feet to 45 Feet.
Executive Office/Medium-Density Multi-Family	25 Feet to 45 Feet.
Executive Office/High Density Multi-Family	25 Feet to 45 Feet.
Neighborhood Commercial/Medium-Density Multi-Family	35 Feet.
Neighborhood Commercial/High Density Multi-Family	25 Feet to 55 Feet*
Regional/Community Commercial/High Density Multi-Family	25 Feet to 55 Feet*
* Height limits up to a maximum of 75 feet may be allowed in some areas within these land use categories, as specified in the area specific policy for Downtown (PA 3) and Policies 5.2 and 6.3 of the Land Use Element.	

APPENDIX D

CIRCULATION ELEMENT

CIRCULATION IMPROVEMENTS TO BE ACCOMPLISHED BY PLAN (2010)

Roadway/Intersection	Type of Improvement	2010 V/C W/O Improvement	2010 V/C with Improvement
Delaware Street between 25th Ave. and Pacific Blvd.	Street extension; two lanes in each direction	N/A	N/A
Saratoga Drive between East Hillsdale Blvd. and Delaware Street.	Street extension; two lanes in each direction.	N/A	N/A
US 101/Peninsula Avenue & Poplar Avenue Interchange	Interchange improvement (conceptual improvement in need of further study).	N/A	N/A
US 101 between Peninsula Ave. and Millbrae Ave. and between Hillsdale Blvd. and Holly St.	Freeway widening; one additional lane in each direction.	N/A	N/A
US 101 between Hillsdale Blvd. and Peninsula Ave.	Freeway widening; a new auxiliary lane would be added in each direction.	N/A	N/A
SR 92 between SR 280 and San Mateo Bridge	Freeway widening, one additional travel lane in each direction.	N/A	N/A
US 101/Hillsdale Interchange	Project to include ramp safety and capacity improvements.	N/A	N/A
SR 92/El Camino Real Interchange	Interchange improvement to improve ramp safety and weaving operations (conceptual improvement in need of further study).	N/A	N/A
Third and Fourth Avenue widening Between Delaware and US 101	Street widening from 2 lanes to 3 in each direction, existing right of way adequate.	N/A	N/A

APPENDIX D

CIRCULATION ELEMENT

CIRCULATION IMPROVEMENTS TO BE ACCOMPLISHED BY PLAN (2010)

(continued)

Roadway/Intersection	Type of Improvement	2010 V/C W/O Improvement	2010 V/C with Improvement
Signalization of Unsignalized Intersections	Signalization of unsignalized intersections based on warrant studies.	To be determined on case by case basis	To be determined on case by case basis
Downtown Transit Center	Relocation of downtown train station, surface and underground parking, transit center building and related services.	N/A	N/A
Fourth Ave./Delaware St.	Widen southbound Delaware approach to add second left turn lane; southbound approach will include two left turn lanes, one through lane and one shared through/right turn lane. Modify signals. Additional right of way may be needed.	.92	.88
17th - Bovet Rd./El Camino Real	Traffic signal and lane restriping to include restriping of eastbound Bovet Rd. approach to include one left, one through and one right turn lane.	.94	.88
Concar Dr./Delaware St.	Widen northbound Delaware to add second left turn lane. Widen eastbound Concar Drive approach to include exclusive right turn lane between SR 92 off-ramp and Delaware; additional right of way may be needed. Widen southbound Delaware to add an exclusive right turn lane.	.92	.84

APPENDIX D

CIRCULATION ELEMENT

CIRCULATION IMPROVEMENTS TO BE ACCOMPLISHED BY PLAN (2010)

(continued)

Roadway/Intersection	Type of Improvement	2010 V/C W/O Improvement	2010 V/C with Improvement
Hillsdale Blvd./El Camino Real	Widen northbound El Camino Real off ramp to add an exclusive right turn lane. Modify signals. This improvement may adversely impact CalTrain parking lot and result in loss of parking spaces. Widen eastbound Hillsdale to add exclusive right turn lane.	.96	.76
Hillsdale Blvd./Saratoga Dr.	Restripe westbound Hillsdale approach to add second left turn lane. Extend Saratoga Drive from Hillsdale to Delaware; extension to include two through lanes and bicycle lanes in each direction in addition to room for exclusive left turns in either direction. Widen southbound Saratoga approach to add three lanes. Modify signals. Additional right of way needed	.95	.83

APPENDIX E
PROFILE OF HOMELESS PERSONS
City of San Mateo
1986

Category	Approximate Percentage of Homeless Population
Unemployed Individuals with Families	27%
Mentally Ill Adults	23%
"Traditional" Vagrants	20%
Unemployed Individuals	10%
Elderly	5%
Vietnam Veterans	5%
Seasonal Workers	5%
Youth (12-18 years old)	4%
Other	1%

Source: Hope A. Whipple, Community Services Supervisor, City of San Mateo Homeless Survey, 1986. Data based on recorded contacts by community workers with homeless individuals seeking assistance.

SUMMARY OF HOMELESS PERSONS
County of San Mateo
1995

Category	Number
1. Persons*	
Adults	2,649
Children	1,850
Total	4,499
2. Households*	2,432
3. Demographics from BASSC Survey**	
Male	72.1%
Female	27.9%
Single	50.3%
Married/Relationship--No Children	4.1%
Adults with Children	37.3%
Employed	31.2%
Unemployed	60.0%
Veterans	22.4%
Caucasian	37.7%
African American	33.7%
Hispanic	18.5%
Asian/Pacific Islander	4.7%
Native American	4.2%
Other	1.2%

Source:

San Mateo

County Homeless Needs Assessment, prepared by Bay Area Social Services Consortium (BASSC), San Mateo County Human Service Agency, and Hunger and Homeless Action Coalition of San Mateo County, 1995. This document is based upon unduplicated counts of individuals served by various government and non-profit agencies during 1994.

* Data based on 16 agencies providing case data. Six (6) other agencies that serve homeless persons did not provide data, thus the data is a conservative estimate.

** BASSC surveyed 419 unduplicated homeless persons at various locations in San Mateo County during February 1995.

APPENDIX F

**VACANT PARCELS
FOR RESIDENTIAL DEVELOPMENT**

Land Use Designation	Approximate Acres	Approximate Maximum Units
Single Family	14.5 ^a	59
Low-Density Multi-Family	18.5 ^b	330
Medium-Density Multi-Family	45.0 ^c	1,360
High-Density Multi-Family	0.5	16
Neighborhood Commercial	0.2	13
Regional/Community Commercial	0.3	17
Downtown Commercial	0.3	50
TOTALS	76.6	1,845

Notes:

^a Includes 2.75-acre vacant portion of Chope Hospital site plus 6-acre Knolls School site.

^b Includes 12.5-acre Callan site, maximum 300 units.

^c Includes 40-acre Bay Meadows practice track site, maximum 1,300 units.

APPENDIX G

COMPARISON OF MAXIMUM HOUSING DENSITIES IN LOCAL CITIES

<i>City</i>	<i>Maximum Permitted Density*</i>
<i>Belmont</i>	30
<i>South San Francisco</i>	30
<i>Redwood City</i>	36
<i>Palo Alto</i>	40
<i>San Jose</i>	40
<i>Daly City</i>	40
<i>San Carlos</i>	60
<i>Burlingame</i>	65
<i>San Mateo</i>	75**

* Units per acre based on highest permitted density multi-family zoning district, assuming development of a one-acre parcel.

** Based on highest permitted density multi-family land use category in General Plan, including potential for up to 75 units per acre in some areas.

APPENDIX H

RESIDENTIAL REDEVELOPMENT POTENTIAL

Zone District	Parcels	Acres	Density ^a	Max. Units ^b
A (Agriculture)	4	177	1/parcel	4
C1-1 (Limited Comm.)	161	114	17-50	5,700
C1-2 (Limited Comm.)	1	.7	17-50	35
C1/R (Ltd. Comm./Res.)	42	7	17-50	350
C2-1 (General Comm.)	178	210	17-50	10,500
C2-2 (General Comm.)	11	50	17-50	2,500
C2/R (Gen. Comm./Res.)	44	7.5	17-50	375
C3 (Highway Comm.)	147	40	17-50	2,000
CBD (Central Bus. Dist.)	245	60	36-50	3,000
E1 (Executive Office)	73	215	17-50	10,750
E2 (Executive Office)	128	64	17-50	3,200
E3 (Executive Office)	4	2	17-50	100
E3/R (Exec. Office/Res.)	52	16	17-50	800
E4 (Executive Office)	24	10	17-50	500
R2 (Duplex)	3,025	401	2/parcel	2,091 ^c
R3 (Medium Density MF)	2,492	340	18-35	5,572 ^c
R4 (Med. High Den. MF)	2,494	207	36-50	4,133 ^c
R4-D (Downtown M-H MF)	179	5.75	36-50	85 ^c
R5 (High Density MF)	591	27	17-50	193 ^c
R5-D (Downtown High MF)	43	7.6	17-50	326 ^c
R6-D (Downtown High MF)	291	16	36-50	800
TOTAL				53,014

Notes:

^a Density range in units per acre.

^b Calculations at maximum theoretical density *permitted in the General Plan, but not including potential in certain areas of densities over 50 units per acre or heights over 55 feet; all calculations are approximate.*

^c Figures reduced by existing unit count.

TABLE H-1a
ASSISTED MULTI-FAMILY RENTAL HOUSING DEVELOPMENTS
CITY OF SAN MATEO

PROJECT/ LOCATION	OWNER/ OWNER TYPE	MINIMUM # OF AFFORDABLE UNITS	% OF AFFORDABLE UNITS IN DEVELOPMENT	BEDROOM MIX	CONDITION	TENANT TYPE	APPROXIMATE YEAR PROJECT COMPLETED	YEAR AFFORDABILITY RESTRICTIONS TERMINATE	ASSISTANCE SOURCES
Flores Gardens (San Mateo Senior Apts.) Flores Street	Goldrich & Kest Private	72	100%	1 bedroom - all units (includes 6 handicapped units)	Good	Seniors	1983	2003	HUD Sections 8 and 221(D)(4)
Park Towers 700 Laurel Avenue	Leslie Foundation Nonprofit	201	100%	Studios - 160 units 1 bedrooms - 40 units 2 bedrooms - 1 unit	Good	Seniors	1963	2005	HUD Section 202 Elderly
Pilgrim Plaza 120 N. San Mateo Drive	Leslie Foundation Nonprofit	56	100%	Studios - 42 units 1 bedrooms - 14 units	Good	Seniors + Seniors Families	1961	2001	HUD Section 202 Elderly
Rotary Hacienda 2700 Hacienda Street near Hillsdale Blvd.	Rotary Haciendas Corp. Private	82	100%	Studios - 16 units 1 bedrooms - 65 units 2 bedrooms - 1 units	Good	Seniors	1990	2044	City of San Mateo Redevelopment Agency; Federal Low Income Housing Tax Credit
Edgewater Isle Senior Apts. Vista Del Sol near Edgewater Isle Blvd.	Edgewater Isle Ltd. Private	92	100%	1 bedroom - all units	Good	Seniors	1986	2000-2018*	City of San Mateo Redevelopment Agency; California Housing Finance Agency

* See text.

APPENDIX H-2: HOUSING ACTIVITY ON REDEVELOPED SITES

UNITS APPROVED ON REDEVELOPED SITES, 1985 - 1989				
Units	Project Name	Project Address	Zone	Downzoned*
4	Alpine Gardens	128 N. Humboldt	R3	R2
28	Francini	340 Grand Blvd.	R3	No
10	Sugarloaf	Broadview Ct.	R1	No
31	Bay Apartments	2425 S. Norfolk	R3	No
3	Weaver	845 Jefferson Ct.	R3	No
80	Rotary Haciendas	300 28th Ave.	R4/SC	No
3	Harvey	846 Highhland	R3	No
96	Gateway Commons	3rd & Fremont	R4-D	No
15	Lee	102 S. Idaho	R3	R2
150	Peninsula Retirement.	50 Peninsula	R4	No
31	Ivy Garden	17th & Ivy	R4	No
4	15 N. Claremont	15 N. Claremont	R4	R2
2	Zasw	323 Catalpa	R4	No
3	Madison Condos	103 Madison	R3	No
3	Villa Terrace Apts.	207 Villa Terrace	R3	No
4	Lee	40 Barneson	R3	No
2	Saruna	841 Prospect	R3	No
44	Secondary Units	Citywide	R1	No
513	TOTAL UNITS			

APPENDIX H-2 (Cont)

UNITS APPROVED ON REDEVELOPED SITES, 1989 - 1995				
Units	Project Name	Project Address	Zone	Downzoned*
6	Townhomes	513 N. San Mateo Dr.	R4	No
16	Woodside	615 Woodside Wy.	R3	No
67	Stratford	6th & Laurel	R6D/SC	No
38	McAker	McAker Court	R4	No
28	City Gardens	126 N. El Camino	R4	No
8	Prospect Manor	819 Prospect Row	R3	No
28	Ironwood	2070 S. Delaware	R3	No
3	Slightam	944 N. Idaho	R3	No
124	Summerhill	20th & O'Farrell	E1-R4	No
4	Tropicana	423 N. Claremont	R3	No
28	Central Pk. Manor	222 6th Ave.	R6-D	No
6	Laru	707 Grant	R3	R2
21	El Camino Condos	540 El Camino	R4-D	R3
15	Poplar Townhomes	111 E. Poplar	R3	No
37	Villa Del Sol	145 S. San Mateo Dr.	E2-R5	No
314	101 Ellsworth	Ellsworth & 2nd	CBD/R	No
59	Rosewood	222 8th Ave.	C1/R5	No
6	Belmont Bldg.	220 E. 3 rd	CBD	No
8	Darcy Bldg.	215 S. Ellsworth	CBD	No
4	Behraves	245 S. Humboldt	R4-D	R3
3	McCann Condos	324 Villa Terrace	R3	No
13	Rushmore	346 N. El Camino	C2-R3	No
35	Secondary Units	Citywide	R1	No
871	TOTAL UNITS**			

Notes: * Sites downzoned to implement 1990 General Plan.

** 497 units have not secured building permits; 56 units have received building permits and await construction.

APPENDIX H-3

PROJECTED USE OF REDEVELOPMENT AGENCY LOW AND MODERATE INCOME HOUSING FUND

Estimated Redevelopment Agency Low/Moderate Income Housing Funds

Fund Balance as of June, 1995:	\$2,300,000
1995-2000 Projected Revenues:	
Housing Set Aside (Redevelopment Agency)	4,500,000
Interest Income	500,000
 TOTAL	 \$5,000,000
 TOTAL PROJECTED FUNDS AVAILABLE FOR DEVELOPMENT OF AFFORDABLE HOUSING THROUGH 2000:	 \$7,300,000

Use of Funds

First-Time Buyer Revolving Loan Fund	\$600,000
Edgewater Isle (previous commitment to low-income senior complex)	83,000
Below Market Rate Unit Fee Assistance	200,000
Contributions to Other Housing Agencies	860,000
Program Administration	1,500,000
Affordable Housing Funds	4,057,000
TOTAL PROJECTED EXPENDITURES THROUGH 2000:	7,300,000

APPENDIX H-4

QUANTIFIED OBJECTIVES FOR PUBLIC FUNDS: REHABILITATED, CONSERVED AND NEWLY CONSTRUCTED AFFORDABLE UNITS

	Rehabilitated Units*		Conserved Units		New Construction	
	1990-95	1990-2005	1990-95	1990-2005	1990-95	1990-2005
TOTAL UNITS	189	439	107	187	78	128
INCOME LEVEL						
Very Low Income	137	287	0	0	41	51
Low Income	52	152	67	67	22	52
Moderate Income	0	0	40	120	15	25
Above Moderate	0	0	0	0	0	0

Notes: *Includes Rehabilitation Loan Program and Minor Home Repair Program.
15-year estimates for rehabilitated units based on 1990-1995 production.

APPENDIX I

PUBLIC PARTICIPATION IN PREPARATION OF THE HOUSING ELEMENT

Outreach and public participation have been important parts of the 1988-1990 General Plan revision process. The process was initiated in 1988 with a series of issue workshops held in several locations throughout the City. Special notices of the workshops were sent to 35,000 households through a supplement of the San Mateo Times delivered to every dwelling in the City. Three of the seven workshops specifically covered San Mateo's lower income areas (see attached map), and were held at King Center, Beresford Center and Bayside School.

A Citizens Advisory Committee (CAC) appointed by the City Council worked through 1989 on reviewing data and developing the draft Plan. Applications for membership to the CAC were solicited from throughout the City. Three of the seventeen members appointed to the CAC resided in the City's lower income areas.

A brochure summarizing the major aspects of the draft Plan was sent to 35,000 households, again, via the San Mateo Times supplement. Copies were disseminated through each of the City's recreation centers, libraries and City Hall as well.

A series of workshops to solicit public comment on the draft Plan were held in 1990. Three of the seven meetings were located in San Mateo's lower income areas: King Center, George Hall School, and Shoreview Center. Informational displays were set up at the King Center, City Hall, Central Recreation Center and Beresford Center.

Finally, public hearings before the Planning Commission and City Council were well noticed through display ads in the San Mateo Times, newspaper articles in the Times and the San Mateo Weekly, and schedules sent to all homeowners associations and business groups.

Copies of the draft Housing Element were sent to the following local housing organizations to solicit input: Human Investment Project, Northern California Association for Non-Profit Housing, Mid-Peninsula Housing Coalition, Catholic Charities, Commission on Aging, and Legal Aid. Their suggestions have been included in the Element.

APPENDIX J

PROGRAM EVALUATION OF PREVIOUS HOUSING ELEMENT

Policy	Programs	Accomplishments 1980-1990
1A. Establish residential development guidelines.	- Downtown Specific Plan -- zoning changes. - R3, R4, R5 zoning changes. - Reduce residential parking regulations.	- Zoning changes completed in 1986; resulted in an estimated increase of 1,468 potential housing units. - Zoning changes completed in 1985; resulted in increased permitted densities on larger parcels. - Parking requirements reduced in the Downtown by 25% in 1986.
1B. Permit multi-family residential development where adequate services are available and proper buffering may be controlled and maintained.	- Downtown Specific Plan -- zoning changes. - Downtown Redevelopment Plan -- capital improvements. - R3, R4, R5 zoning changes.	- Zoning changes completed in 1986; resulted in an estimated increase of 1,468 potential housing units. - New sewers, lights, sidewalks, landscaping and street resurfacing installed on Third Avenue and B Street; new storm sewer on 5th Avenue; new signals at seven intersections. - Zoning changes completed in 1985; resulted in increased permitted densities on larger parcels.
1C. Encourage and assist provision of medium cost housing that will maintain adequate standards and be compatible with existing development.	Public/Private Development Partnership.	Construction of 281 low-income units (261 for seniors) and 139 moderate-income units.*
1D. Permit greater intensity land use where accessible by transit, including rail and bus.	- Downtown Specific Plan -- zoning changes. - Identification of potential "air rights" development sites.	- Zoning changes completed in 1986; resulted in an estimated increase of 1,468 potential housing units. - Used for a senior housing project in 1982.

* State redevelopment law definition:
 Low income = 50% medium of SMSA.
 Moderate income = 120% medium of SMSA.

PROGRAM EVALUATION OF PREVIOUS HOUSING ELEMENT

(continued)

Policy	Programs	Accomplishments 1980-1990
1E. Limit development to areas where adequate City services can be provided.	• Downtown Specific Plan. • Capital Improvement Program.	• Zoning changes completed in 1986. • New sewers, lights, sidewalks, landscaping and street resurfacing installed on Third Avenue and B Street; new storm sewer on 5th Avenues; new signals at seven intersections.
1F. Promote development of housing for the elderly.	• Zoning Ordinance -- Senior Citizen District. • Bond Financing Program.	• Overlay zone established in 1978; 261 low-income senior units and 56 market rate units constructed with City assistance; 350 other units constructed in overlay zone; 286 units approved but not yet constructed. • Converted \$20 million Mortgage Revenue Bond (MRB) allocation to \$5 million Mortgage Credit Certificates (MCCs).
1G. Evaluate the development review process to remove unneeded obstacles and delays.	• Streamline application review process. • Mobile Home Ordinance. • Secondary Unit Ordinance. • Development Handbook.	• Increased Zoning Administrator authority over smaller projects; earlier problem solving with other departments. • Established in 1981. • Second unit ordinance approved in 1983; 28 units legalized; 49 units constructed. • Guidebook published in 1984; updated 1989.
2A. Protect established single-family and multi-family residential areas.	• Minor Home Repair. • Housing Rehabilitation Program.	• 437 home repair jobs sponsored. (10-year objective = 250 jobs.) • 498 low/moderate units rehabilitated. (10-year objective = 500 units.)
3A. Establish a "land bank" of parcels to expand supply of low- and moderate-income housing.	• Land Banking Program.	• Two sites purchased; related housing projects constructed.

PROGRAM EVALUATION OF PREVIOUS HOUSING ELEMENT

(continued)

Policy	Programs	Accomplishments 1980-1990
3B. Seek and assist developers willing to build or improve low- and moderate-income housing.	• Land Banking Program. • Housing Set-Aside Program.	• Two sites purchased; related housing projects constructed. • Program established in 1981; two sites purchased (\$1,874,000) and one site subsidized with commitment up to \$950,000.
3C. Distribute low- and moderate-income housing in such a way that areas which already contain a concentration of such housing are not impacted.	• Ensure that low/moderate housing is not concentrated in existing low/moderate-income areas.	• Low- and moderate-income projects have been constructed in three planning areas.
3D. Establish and maintain a housing fund to expand the supply of low-and moderate-income housing.	• Housing Set-Aside Program. • CDBG	• Program established in 1981; two sites purchased (\$1,874,000) and one site subsidized with commitment up to \$950,000. • \$798,218 expended on acquisition of two housing sites.
3E. Participate in County Housing Authority Fair Share Allocation of housing rental subsidies.	• Section 8 Housing Subsidies. • Rental Rehabilitation Certification/Vouchers.	• 360 units leased; 15.3% of total County subsidies. (Objective = 14%). • 38 units leased.
3F. Grant priority to the processing of applications and building inspections for L/M income housing.	• Streamline Planning Application Review. • Fast Track Selected.	• Increased Zoning Administrator authority over smaller projects; earlier problem solving with other departments. • Used on Gateway Commons Housing Project.

PROGRAM EVALUATION OF PREVIOUS HOUSING ELEMENT

(continued)

Policy	Programs	Accomplishments 1980-1990
4A. Support organizations which provide assistance to homeless persons.	Financial assistance to the following programs: Shared Homes, Housing Accessibility Modification, First/Last Months Rent, Emergency Housing Fund, Shelter Network of San Mateo County.	556 individuals served in shared homes program. 254 households assisted with rent program. 150 houses modified in accessibility program. 61 households assisted with emergency rent program. \$374,000 to shelter development.
5A. Actively promote rehabilitation of deteriorated areas.	- Housing Rehabilitation Program. - Housing Assistance Plan. - Minor Home Repair Program. - Jobs Bill Housing Rehabilitation Program. - Rental Rehabilitation Program.	444 low/moderate units rehabilitated. (10-year objective = 500 units.) - Prepared for three-year segments throughout period. 437 home repair jobs sponsored. (10-year objective = 250 jobs.) -0- units rehabilitated. 61 units rehabilitated.
5B. Capital improvements and needed public services should be committed where appropriate, to support and encourage housing rehabilitation/conservation efforts.	- Capital Improvement Program. - Community Development Block Grant Program.	- New sewers, lights, sidewalks, landscaping and street resurfacing installed on Third Avenue and B Street; new storm sewer on 5th Avenue; new signals at seven intersections. \$798,218 expended on acquisition of two housing sites.
6A. Provide counseling to participants of City-run housing assistance programs.	Fair Housing Program.	150 individuals counseled.
6B. Maintain support for programs that monitor housing discrimination in the City.	Fair Housing Program.	150 individuals counseled.

PROGRAM EVALUATION OF PREVIOUS HOUSING ELEMENT

(continued)

Policy	Programs	Accomplishments 1980-1990
6C. Support citizen participation of housing programs, planning and implementation.	• Public Noticing of Meetings.	• Citizen Participation Plan for CDBG programs. • Early noticing program of projects warranting a Negative Declaration pursuant to CEQA.
6D. Support State and Federal legislation to end "redlining" and to increase the flow of investment into low-income, minority and integrated neighborhoods.	• Support legislation as appropriate.	• No legislation on this topic brought to attention of City during this period.
6E. Encourage affirmative marketing and sales programs in residential development efforts.	• Fair Housing Program.	• 150 individuals counseled.
7A. Implement energy conservation measures through State and local policies.	• Title 24 enforcement. • Weatherization Program.	• Implementation as required by law. • Not done.
7B. Disseminate relevant information to the public; support efforts by public utilities to encourage home conservation practices.	• PG&E Public Information Program.	• Permanent information kiosk in City Hall. • "Energy Partners" program reached 3,772 residents; residents received free basic weatherization measures and consumer education.

APPENDIX J-1a

PROGRAM EVALUATION OF HOUSING ELEMENT 1990-1995

1. Protecting and Conserving Existing Housing

Policy H 1.1: Residential Protection: Protect established single-family and multi-family residential areas by the following actions:

1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;
2. Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas;
3. Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise; and
4. Adopt design policies for multi-family projects in areas which contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single-family dwellings.

Program H 1.1: Residential Protection.

1. Revise zoning code for residential districts as necessary to eliminate allowable uses not included or compatible with residential Land Use Categories as defined by the Land Use Element.
Lead: Planning Division
Implementation Goal: July, 1995
2. Consider policy during the Special Use Permit process.
Lead: Planning Division
(Ongoing)
3. Consider policy during the design review process.
Lead: Planning Division
(Ongoing)

4. Develop design guidelines for multi-family developments in areas containing predominantly single-family dwellings to create designs which are sensitive to predominant materials in the vicinity, include common design features, and are compatible with the single-family homes. Consider housing affordability as a major goal during development of the guidelines.

Lead: Planning Division

Implementation Goal: July, 1995

Implementation H 1.1: Small lot (less than 10,000 square feet) multi-family design guidelines were adopted in 1992. These small lots are typical of the sites which are redeveloped as multi-family projects within areas containing substantial numbers of existing single family dwellings. Existing zoning regulations and special permit requirements control the proximity and buffers between nonresidential and residential uses.

Policy H 1.2: Single Family Preservation. Preserve existing single family neighborhoods through the following actions:

1. Redesignate intact single-family neighborhoods from multi-family or duplex zoning to single-family, duplex or lower density multi-family where feasible, for instance in the Central, North Central, San Mateo Heights and Hayward Park areas, and as shown on the Land Use Map; and
2. Require on-site buffering in the design of new multi-family developments which abut single-family districts to assure privacy and reduce noise impacts.

Program H 1.2: Single-Family Preservation

1. Rezone specified sites to R-1 or R-2 as designated on the Land Use Map.
Lead: Planning Division
Implementation Date: July, 1990
2. Consider zoning code amendments to increase setbacks, landscape buffers or minimum fencing requirements in multi-family districts for sites which abut R-1 or R-2 districts. Consider housing affordability as a major goal during development of the guidelines.
Lead: Planning Division
Implementation Goal: July, 1995
3. Consider additional buffering provisions such as location of recreational facilities, underground garage exhausts, etc. during the design review process.
Lead: Planning Division
(Ongoing)

Implementation H 1.2: Redesignation of appropriate areas as single family and the accompanying zoning reclassifications occurred in July of 1990 along with adoption of the General Plan. Small lot (less than 10,000 sq. ft.) multi-family design guidelines, adopted in 1992, include provisions to acknowledge the building form and character of the surrounding neighborhood.

Policy H 1.3: Housing Rehabilitation. Continue to provide funding as available for the conservation and rehabilitation of viable deteriorating housing in the City to preserve existing housing stock, neighborhood character and, where possible, to retain low-and-moderate income units.

Program H 1.3: Housing Rehabilitation.

Consider funding for housing rehabilitation projects as a high priority during allocation of CDBG funds to accomplish the following objectives by 1995:

250 Rehabilitated units (owner occupied, low-income residences; rental units in low-income neighborhoods)

125 Minor Home Repairs (low/moderate-income households)

Lead: Housing and Economic Development Division

Implementation Goal: Ongoing; reach goal by July, 1995

Implementation H 1.3: The Housing and Economic Development Division (HED) uses federal Community Development Block Grant funds to loan money for the upgrading of deteriorated and unsafe housing units to be rented to low income tenants. The Minor Home Repair and Painting Program provided grant assistance to 15 low income homes.

Policy H 1.4: Code Enforcement. Continue and increase code enforcement efforts in residential areas to improve neighborhood appearance and conformance with health and safety standards.

Program H 1.4: Code Enforcement.

1. Continue code enforcement efforts, and provide staff as needed, to improve residential areas. Continue utilization of Franchise Tax Board notices to encourage compliance.
Lead: Code Enforcement Division
(Ongoing)
2. Continue to offer rehabilitation loans and repair grants to low-income households as listed in Program H 1.3.
Lead: Housing and Economic Development Division)
(Ongoing)

3. Implement proactive code enforcement program in North Central and other CDBG-eligible areas.
(Lead: Code Enforcement)
(Initiate July, 1990)

Implementation H 1.4: Residential code enforcement has been enhanced since 1990 by the addition to two code enforcement officers and the increased integration of neighborhood associations in the neighborhood process. Programs in North Central and North Shoreview neighborhoods have been initiated. The Code Enforcement Division is seeking to have an active neighborhood association in each area of the City to further enhance code enforcement efforts. The City has assumed responsibility for the Apartment Inspection Program, previously handled by the County Health Department. This program will increase proactive enforcement activities, and improve living conditions in apartment buildings.

Policy H 1.5: Building Bulk. Limit the sizes of new and expanded single-family dwellings and duplexes, retaining neighborhood scale and character. Consider preparation of design guidelines and establishment of a design review process for duplexes.

Program H 1.5: Building Bulk.

As a high priority adopt zoning code amendments to the R-1 and R-2 districts to limit the impacts of over-sized new construction and additions, including examination of floor area ratio, setback regulations and height limits.

Lead: Planning Division

Implementation Goal: July, 1992

Implementation H 1.5: New single family dwelling zoning regulations were adopted in 1993. New duplex regulations will be studied as part of the comprehensive Zoning Code revision to be initiated in 1995.

Policy H 1.6: Variances and Lot Divisions. Consider existing neighborhood character in terms of dwelling size, height, setbacks and lot size and configuration in reviewing variances and lot division proposals.

Program H 1.6: Variances and Lot Divisions.

Consider during variance and subdivision review.

Lead: Planning Division

(Ongoing)

Implementation H 1.6: This policy is implemented on a project-by-project basis during the planning application review process.

Policy H 1.7: Retention of Existing Low-Income Units. Seek to retain existing subsidized very low-, low- and moderate-income housing units, especially those which will be available for conversion to market rate housing by the year 2000. Retention of such units should have high priority for available funds. Establish a quantified objective of maintaining the affordability of 67 low-income units that are at risk of conversion to moderate and market rates.

Program H 1.7: Retention of Existing Lower-Income Units.

1. Monitor affordable projects at risk of conversion to market rate. Maintain regular communication with the owners of all subsidized projects in San Mateo to keep up-to-date on their plans to maintain affordability.
Lead: Housing & Economic Development Division
Implementation Goal: Annual discussions with each property owner.
2. Monitor Federal actions and appropriations regarding extension of Section 8 contracts, and actively support additional appropriations.
Lead: Housing and Economic Development Division
(Ongoing)
3. Ensure Continuing Affordability of Edgewater Isle. Investigate legal issues pertaining to amending the agreement between the City of San Mateo Redevelopment Agency and Edgewater Isle, Ltd., to ensure the continuing affordability of all 92 units in the Edgewater Isle project to low- and very-low income persons. Work collaboratively with Edgewater Isle, Ltd., to execute such additional documents that are necessary to complete the spirit and intent of the affordability component of this agreement. As a high priority, investigate eliminating requirements for repayment of the loan in the year 2000 in order to maintain affordability. If necessary, leverage existing local resources and funds to ensure the preservation of Edgewater Isle's affordable units.
Lead: Housing and Economic Development Divisions, City Attorney
Implementation Goal: Complete amendment or negotiations by December, 1992.
4. Give high priority to retaining existing FHA and HUD subsidized low-income units through use of CDBG funds, Redevelopment Housing Set-Aside funds, and other solutions.
Lead: Housing and Economic Development Division
Implementation Goal: 2001 to 2005
5. Modify resale provisions where possible to ensure that subsidized, owner-occupied, moderate-income units can be preserved upon resale.
Lead: Housing and Economic Development Division
Implementation Goal: Completed in 1991

6. Continue to participate in the County Housing Authority Fair Share Allocation of housing rental subsidies to lease 281 units in San Mateo for very-low and low-income households.
Lead: Housing and Economic Development Division
(Ongoing)

Implementation H 1.7: In response to State law, the City has adopted programs to retain existing, affordable, subsidized housing units. These programs include monitoring the status of existing affordable units; use of CBDG funds and Redevelopment Housing Set-Aside funds; and continued participation with the County Housing Authority for housing rental subsidies.

Policy H 1.8: Condominium Conversion. Continue the existing policy of protecting existing residents by offering purchase opportunities, long-term leases and relocation assistance.

Program H 1.8: Condominium Conversion.

Continue to implement tenant notification, purchase opportunities, long-term leases, and relocation assistance provisions of the subdivision code.

Lead: Planning Division
(Ongoing)

Implementation H 1.8: The provisions of this policy are included in the City's Condominium Conversion Ordinance. However, no planning applications for condominium conversions have been submitted since adoption of the 1990 General Plan.

Policy H 1.9: Demolitions. Prohibit demolition of existing residences until a building permit for new construction has been issued, unless health and safety problems exist. Prevent housing stock from becoming health and safety problems through code enforcement efforts.

Program H 1.9: Demolitions.

Continue implementation of demolition ordinance. Implement code enforcement programs described in Program H 1.4.

Lead: Building Inspection Division & Code Enforcement Section
(Ongoing)

Implementation H 1.9: An amended demolition ordinance, intended to further limit health and safety problems which may potentially occur with vacant housing stock, was adopted in August 1991.

2. Encouraging New Housing Construction

Policy H 2.1: Fair Share Housing Allocation. Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low-moderate-income needs.

Program H 2.1: Fair Share Housing Allocation.

1. Monitor housing production against ABAG Fair Share Allocation, providing annual updates for the Planning Commission and City Council, with the objective of increasing the housing supply by 2,902 units by 1995.
Lead: Planning Division
(Annual)
2. Rezone the commercial areas or sites identified in Policy 2.8 for residential use.
Lead: Planning Division
Implementation Goal: July, 1990

Implementation H 2.1: The City did not meet its goal for increasing housing stock due to recent developments in the national economy and resultant policies of lending institutions. However, there are a number of City programs, such as the first-time homebuyer resale program, the downtown residential conversion program, and recent Redevelopment Agency purchases of housing sites, which will help fulfill these housing needs in the near future. Commercial sites were rezoned in 1990.

Policy H 2.2: Jobs/Housing Balance. Maintain and overall balance of housing and employment within the community over the term of the Plan.

Program H 2.2: Jobs/Housing Balance.

Monitor housing production against new job creation, providing annual updates for the Planning Commission and City Council.

Lead: Planning Division
(Annual)

Implementation H 2.2: In considering General Plan amendments or zoning changes which encourage new employment-generating development, the City evaluates the existing jobs/housing balance and trends for residential construction, to maintain an overall balance of housing to complement job growth.

Policy H 2.3: Public Funding of Low- and Moderate-Income Housing.

Continue to use available funds to increase the supply of low-moderate-income housing through land purchases and other development encouragements and through use of non-profit sponsors and subsidized financing using federal and state sources, tax credits, and the like.

Program H 2.3: Public Funding of Low- and Moderate-Income Housing.

Give funding for new low- and moderate-income housing a high priority for CDBG, Redevelopment Housing Set-Aside, and other available funds, with the objective of subsidizing the construction of at least 200 new affordable housing units by 1995 for the following income groups:

Very low-income:	7 units
Low-income:	28 units
Moderate-income:	165 units

Seek to purchase two housing sites, one in the Downtown Redevelopment area, by 1995 for low-cost housing projects (see Appendix H-3). Continue to work with non-profit sponsors, such as BRIDGE and Mid-Peninsula Coalition, to develop projects and obtain subsidized state (HCD) and federal financing, and use both income and mortgage tax credits.

Lead: Housing and Economic Development Division

Implementation Goal: July, 1995

Implementation H 2.3: The Housing and Economic Development Division has recently been involved in preliminary discussion regarding either purchase of properties or assistance in financing of affordable units within private projects. As the residential market slows and private financing becomes more difficult to obtain, the willingness of developers to participate in such agreements may likely increase.

Policy H 2.4: Private Development of Affordable Housing. *Encourage the provision of affordable housing by the private sector through:*

- 1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.*
- 2. Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which affects the demand for housing in the City.*
- 3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.*

Program H 2.4: Private Development of Affordable Housing.

1. *Develop an inclusionary housing ordinance to implement Policy H 2.4 (2). The ordinance shall:*
 - a) *All projects which include more than 10 residential units, including mixed-use projects, shall be required to include 10% of the residential units for exclusive use as affordable housing units.*
 - b) *The project proponent shall build the unit(s) on site, either in partnership with a public or nonprofit housing agency, or on its own. Off-site building shall be allowed only if the proponent demonstrates that on-site construction is infeasible; and in any event, any off-site units must be built within the City of San Mateo.*

No in-lieu fees shall be allowed,

 - c) *The affordable units shall be as similar in exterior design and appearance as possible to the remaining units in the project.*
 - d) *Affordable rental units shall carry deed restrictions which guarantee their affordability.*
 - e) *Affordable for sale units shall have deed restrictions which allow for first right of refusal to the local government, upon the sale of the unit. The City local government should only refuse the option of purchase if it has already expended all of its financial resources available for housing, including Community Development Block Grant funds, local housing trust fund monies, and any other federal, state or local funds typically available for affordable housing purposes.*

Lead: Planning Division
Implementation Goal: September, 1992
2. *Develop, hold public hearings on, and if possible, adopt a commercial/housing linkage program, based on empirical data applicable to the City of San Mateo. The program should match the housing constructed and/or subsidized to the demand created by commercial development, in terms of affordability levels, type of tenancy, number of bedrooms, and other relevant factors.*

Lead: Planning Division
Implementation Goal: September, 1992
3. *Develop a density bonus program consistent with State law.*

Lead: Planning Division
Implementation Goal: July, 1992

4. *Provide information to developers on density bonus provisions for affordable housing. Give processing priority to applications which include substantial proportions of affordable housing.*

*Lead: Planning Division
(Ongoing)*

Implementation H 2.4: Density bonuses as required by State law have been adopted by resolution. In 1992, the Zoning Code was amended to require that projects over 10 units include 10% of the residential units for exclusive use as affordable housing units. On January 7, 1993, City Council voted to reconsider a commercial linkage program in the future)

Policy H 2.5: Distribution of Low-Moderate Income Housing.

Attempt to distribute low- and moderate-income housing developments throughout the City. Encourage the mixing of market-rate and low/moderate income units where feasible.

Program H 2.5: Distribution of Low- and Moderate-Income Housing.

Consider during review of applications for affordable housing projects.

Lead: Planning Division
(Ongoing)

Implementation H 2.5: The City, acting as the Redevelopment Agency, recently purchased two housing sites in the Gateway. The planning application for one of these sites (Meridian Place) was approved in 1995. The City is also negotiating for another housing site east of Highway 101. It is anticipated that these new housing developments will be mixed-income, combining both market rate and subsidized affordable units.

Policy H 2.6: Rental Housing. Encourage development of rental housing for households unable to afford ownership housing.

Program H 2.6: Rental Housing

Consider during review of applications for multi-family housing.

Lead: Planning Division
(Ongoing)

Implementation H 2.6: There has been little production of rental housing during the last several years as market rents do not generate sufficient returns on land investment when compared to condominium development. The Housing and Economic Development Division has started financing the conversion of vacant, upstairs downtown commercial space to housing for very-low income renters at affordable rates including the Belmont Building (6 units), and Darcy Building (8 units). The Saint Matthews Hotel (57 units) is in the planning stages.

Policy H 2.7: Secondary Units. Allow creation of secondary units on single-family properties to provide opportunities for affordable rental units or to allow for the housing of extended families. Require that the design of secondary units be compatible with the main residence and neighborhood, provide adequate on-site usable open space and parking, and not infringe upon the privacy of adjoining properties.

Program H 2.7: Secondary Units.

Develop design guidelines for the creation of secondary units which are compatible with the design of the principle residence and surrounding neighborhood, provide useable on-site open space and protect the privacy of adjoining properties.

Lead: Planning Division

Implementation Goal: July, 1995

Implementation H 2.7: Specific design guidelines for secondary units will be part of the comprehensive Zoning Code update to begin in 1995. However, this policy is currently being used in the review of Special Permits to allow secondary units in residential zones.

Policy H 2.8: Multi-Family Location. Provide for the development of multi-family housing to create a diversity of available housing types as follows:

1. Designate the following additional sites or areas for multi-family land use:
 - a. Commercial sites on East Bayshore Road between Cypress and East Polar Avenues,
 - b. The Bay Meadows practice track,
 - c. Manufacturing sites on Woodside Way near Villa Terrace,
 - d. The Elks Club site on 20th Avenue,
 - e. The church, nursery and adjacent office sites on El Camino Real (SR82) at Monte Diablo Avenue,
 - f. The former supermarket site at Norfolk Street and Shoreview Avenue,
 - g. The warehouse site at Railroad and Cypress Avenues,
 - h. The Callan properties north of Campus Drive, and,
 - i. Properties on Corte de Flores, and adjoining portions of Edison and Flores Streets.

2. Permit reclassification to multi-family zoning or other properties which meet the following criteria:
 - a. Have adequate size to allow for a self-contained housing development and include adequate on-site parking and usable open space;
 - b. Have good access to arterial streets;
 - c. Maintain a reasonable buffer to single family districts; and
 - d. Constitute a logical extension of existing multi-family development at compatible and appropriate densities or are zoned for commercial use.

Program H 2.8: Multi-Family Location.

1. Rezone specified sites consistent with the Land Use Map or Land Use Element policies.
Lead: Planning Division
Implementation Goal: July, 1990
2. Consider during review of Reclassification applications for multi-family districts.
Lead: Planning Division
(Ongoing)

Implementation H 2.8: The locations designated in #1 above have been designated as multi-family residential on the Land Use Map and have been reclassified to a multi-family zoning designation. Any requests for reclassifications to multi-family will be evaluated under the criteria listed under #2; however, no such requests have been made since adoption of the General Plan in 1990.

Policy H 2.9: Housing Densities. Re-examine permitted densities in multi-family districts to:

1. Provide a density range, with densities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public recreational facilities, or off-site infrastructure improvements.
2. More closely relate maximum densities to those which can be reasonably achieved given other zoning constraints, and
3. Ensure that inappropriate densities are not permitted for lots of less than one-half acre.

Program H 2.9: Housing Densities

1. Adopt development standards permitting densities at the higher end of the range based on specific standards for provision of low- or moderate-income housing and such amenities as increased open space, public recreational facilities, or off-site infrastructure improvements.
Lead: Planning Division
Implementation Goal: July, 1992
2. Adopt zoning code amendments to ensure that maximum densities in R-3, R-4, and R-5 districts are consistent with other development requirements such as parking, open space, height limits, and setbacks.
Lead: Planning Division
Implementation Goal: July, 1992
3. Review the densities permitted on lots of less than one-half acre in the R-3, R-4, and R-5 districts to ensure that permitted densities are appropriate on small lots.
Lead: Planning Division
Implementation Goal: July, 1992

Implementation H 2.9: Regulations to provide for greater density upon provision of public benefits and comprehensive multi-family guidelines will occur as part of the comprehensive revision of the Zoning Code, scheduled to start in late 1995.

Policy H 2.10: Senior Project Location. Permit senior housing projects on multi-family or non-residentially zoned properties within walking distance of services and transit routes. Continue to provide allowances for density bonuses for senior projects.

Program H 2.10: Senior Project Location.

Consider during review of reclassification applications to the Senior Citizen Overlay district.
Lead: Planning Division
(Ongoing)

Implementation H 2.10: The provisions of this policy are included in the Senior Citizen Overlay District regulations contained in the Zoning Code. The requirements for services and transit within walking distance and provisions for density bonuses are included in these zoning regulations.

Policy H 2.11: Mixed Use. Continue the policy of encouraging residential uses in existing commercial areas where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

Program H 2.11: Mixed Use.

*Publicize the advantages of constructing housing or mixed use projects in commercial areas.
Publicize the ability to locate residences in commercial areas.*

*Lead: Planning Division
(Ongoing)*

Implementation H 2.11: Zoning Code amendments allowing residential uses in commercial zones were adopted in 1991. Floor area ratio and height bonuses for the provision of residential development are indicated on the Building Height Map and Building Intensity Map, adopted in 1990 and as amended by Measure H in 1991. The City has approved residential units in the Belmont and Darcy Buildings, and is reviewing the mixed use Saint Matthews property. Ivy Garden on 17th Avenue includes some ancillary commercial units on the ground floor of the residential condominium project.

Policy H 2.12: The Homeless. Continue existing support for organizations which provide assistance to homeless persons. Modify zoning regulations to allow facilities offering supervised shelter or transitional housing for the homeless in residential districts and commercial districts with special use permit.

Program H 2.12: The Homeless.

1. Provide operational funding and staffing support for programs and facilities providing assistance to the homeless. Give high priority for available funds to an additional shelter for the homeless.
Lead: Housing and Economic Development Division and Community Services Division
(Ongoing)
2. Modify zoning regulations to allow homeless shelters as a special use in commercial zoning districts and in multi-family residential districts.
Lead: Planning Division
Implementation Goal: July, 1992

Implementation H 2.12: The City continues existing support, where feasible, for programs and facilities that seek to prevent homelessness. Transitional housing may be located in both residential and commercial districts subject to approval of a special use permit. Zoning Code amendments to allow emergency shelters as a special use in all commercial zoning districts will be reviewed as part of the Zoning Code rewrite beginning in 1995.

Policy H 2.13: Open Choice. Continue efforts towards the elimination of discrimination based on race, religion, sex, nationality, age or physical handicap that prevent free choice in housing.

Program H 2.13: Open Choice.

Continue implementation of the Fair Housing Resolution, affirmative marketing of city-subsidized housing projects, and provision of available funding for private non-profit organizations which monitor and provide assistance to those experiencing discrimination in housing choice.

Lead: Housing and Economic Development Division
(Ongoing)

Implementation H 2.13: Four of six units financed by the City in the Belmont building are dimensioned for wheelchair accessibility; the Darcy Building will be wheelchair accessible when construction is completed; and the Saint Matthews Hotel will be retrofitted for accessibility. The City provides an annual contribution to Project Sentinel, a non-profit agency that investigates complaints regarding discrimination. The Building Division enforces all ADA provisions on applicable building permits.

Policy H 2.14: Special Needs Groups. Continue existing support for programs that assist special needs groups (the elderly, large families, female heads of households, and the handicapped and disabled).

Program H 2.14:

Continue to support programs particularly designed to accommodate special needs groups. In the past, typical programs have included rehabilitation loans, minor home repair, purchase of land for new housing, Section 8 rental assistance, shared housing, and first- and last-months rent program.

Lead: Housing and Economic Development
(Ongoing)

Implementation H 2.14: The City, through the Redevelopment Agency, continues to provide monetary support on an ongoing basis to agencies such as the Center for the Independence of the Disabled, Samaritan House, Operation Sentinel, and Shelter Network. The Housing and Economic Development Division has co-developed a funding proposal for a \$5 million Shelter-Plus-Care HUD grant, which will provide a Section 8 type housing assistance program for special needs (primarily those with physical and mental disabilities) individuals and families. Site specific assistance has been provided to Battered Women's Services to rehabilitate a battered women's shelter; the Mental Health Association received assistance to rehabilitate a group home; and The Edgewater Isle senior housing project is provided with on-going Agency support.

E:APJ1A

APPENDIX J-2

PRESERVATION OF ASSISTED, AFFORDABLE MULTI-FAMILY RENTAL HOUSING UNITS

INTRODUCTION

In accordance with State legislation, this Housing Element appendix includes analysis and programs for preserving assisted multi-family rental housing developments. The State legislation was passed in 1989 in response to the potential loss of numerous affordable rental units which have received assistance from Federal, State, and/or local programs.

The State legislation was adopted as Chapter 1451, Statutes of 1989, which amended Section 65583 of the State of California Government Code. The State law requires that each city and county provide analysis and programs for preserving assisted rental housing developments during a 10-year period. The analysis and programs must be adopted as an amendment to each locality's housing element by July 1, 1992. Further, the preservation analysis and programs must be updated every five years, at the same time the other sections of each locality's housing element are updated. For the City of San Mateo, the current preservation analysis period is July 1, 1990, to July 1, 2000.

Pursuant to State law, the following components are included in this amendment to the City of San Mateo's Housing Element:

- inventory of units at risk of losing use restrictions;
- cost analysis of preserving at-risk units versus replacing them;
- nonprofit entities capable of acquiring and managing at-risk projects;
- potential preservation financing sources; and
- efforts to preserve units at risk of losing use restrictions.

INVENTORY OF UNITS AT RISK OF LOSING AFFORDABILITY RESTRICTIONS

Methodology

The following narrative summarizes each existing assisted multi-family rental housing development in the City of San Mateo. In addition, Table 1 includes data for each project regarding location, ownership, bedroom mix, and other characteristics.

The City conducted a comprehensive inventory of all multi-family rental units that are assisted under any of the following programs:

1. HUD programs:

Section 8 Lower-Income Rental Assistance project-based programs:

New Construction

Substantial or Moderate Rehabilitation

Loan Management Set-Aside

Section 101 Rent Supplements

Section 213 Cooperative Housing Insurance

Section 221(d)(3) Below-Market-Interest-Rate Mortgage Insurance Program

Section 236 Interest Reduction Payment Program

Section 202 Direct Loans for Elderly or Handicapped

Community Development Block Grant program

2. FmHA Section 515 Rural Rental Housing Loans

3. State and local multi-family revenue bond programs

4. Redevelopment program

5. Local in-lieu fee programs or inclusionary program

6. Developments which obtained a density bonus and direct government assistance pursuant to Government Code Section 65916.

The sources used to document the project information and contract/termination dates include the California Housing Partnership Corporation's "Inventory of Federally-Subsidized Low-Income Rental Units at Risk of Conversion," City of San Mateo Redevelopment Agency loan documents, California Housing Finance Authority (CHFA) loan documents, discussions with City of San Mateo Department of Community Development staff, discussions with San Mateo County Housing Authority staff, discussion with CHFA staff, and in-depth interviews with all project owners.

Developments

Flores Gardens. Also referred to as San Mateo Senior Apartments, this development includes 72 units and was completed in 1983. The development is occupied exclusively by seniors and is reportedly in good condition. All units in the development are affordable to lower-income individuals. Flores Gardens is a recipient of U.S. Department of Housing and Urban Development (HUD) project-based Sections 8 and 221(d)(4) financing. The earliest date of subsidy termination is December 2003, when the development's Section 8 rental certificates are scheduled to expire.

Goldrich & Kest, the project owner, is interested in maintaining the project as an affordable housing development beyond the expiration of Section 8 certificates in 2003. The company is currently applying for extensions of Section 8 certificates on all developments that are subject to termination of subsidies in the near future.

Park Towers. This 200-unit development was built in approximately 1963. The project is occupied exclusively by seniors and is reportedly in good condition. All units are affordable to lower- and moderate-income individuals. The development received a low-interest mortgage through HUD Section 202 elderly program. The loan will be fully repaid in April 2005, indicating that the affordability of Park Towers units is preserved until at least 2005.

Park Towers is owned by The Lesley Foundation, a nonprofit housing organization. The Lesley Foundation is planning to maintain the affordability of the development beyond 2005.

Pilgrim Plaza. Built in approximately 1961, Pilgrim Plaza includes 56 units. The development is occupied exclusively by seniors and is reportedly in good condition. All units are affordable to lower-income individuals. Pilgrim Plaza received a low-interest mortgage through the HUD Section 202 elderly program. The loan will be fully repaid in December 2001, indicating that the affordability of units in this development is preserved until at least 2001.

Like Park Towers, Pilgrim Plaza is owned by The Lesley Foundation. The Lesley Foundation is planning to maintain the affordability of each of its developments beyond the legally mandated affordability periods.

Rotary Haciendas. This 82-unit project is occupied exclusively by seniors. Completed in 1989, the project is reportedly in good condition. The land for this project was provided by the San Mateo Redevelopment Agency which retains a deed of trust for the land value. The project also is a recipient of the Federal Low Income Housing Tax Credit. The owner's agreement with the Redevelopment Agency stipulates that the rent for each unit may not exceed 30% of 60% of the area median income, for a term of no less than 55 years (terminating in 2044). The development is owner by Rotary Haciendas Corporation, and is managed by Mid-Peninsula Housing Coalition.

Edgewater Isle Senior Apartments. Completed in 1986, this 92-unit development is occupied exclusively by very-low and low-income seniors. The development is reportedly in good condition. Fifty-five parking spaces are provided for the 92 units which is not adequate for the needs of the tenants. The development is the recipient of loans from the San Mateo Redevelopment Agency and the California Housing Finance Agency (CHFA), and is also subject to State Redevelopment law regarding the provision of affordable units.

The loan agreement between the owner and the Redevelopment Agency requires that 25 of the units be rented only to persons of very-low income. The remaining 67 units must be rented to low-income persons. However, these affordability restrictions terminate when the loan is paid off. This agreement requires that the loan be paid off by the 14th year of the project, or, by the year 2000. The loan also must be paid off if the project is sold, and may be paid off at any time at the owner's option. As a consequence, these affordability restrictions will terminate by the year 2000, and could be terminated earlier.

However, two other restrictions will ensure that some affordability remains. The loan agreement between the owner and CHFA stipulates that 20% of the units (19 units) must remain affordable to low-income residents. It appears that this agreement does not terminate until 2018. Although the CHFA loan allows for prepayment upon CHFA approval, CHFA has never allowed loan prepayment.

In addition, a condition was attached to the project approval which stipulated that:

"In accordance with the requirements of Section 33413 of the Health and Safety Code, the Edgewater Isle development shall provide at least 62 dwelling units to persons and families of low- or moderate-income. Of such units, not less than 40 percent thereof shall be available housing cost to very-low-income households."

This would require that 25 units be affordable to very-low income persons, and that 37 be affordable to moderate-income families. In summary, these agreements would permit the loss of affordable units at Edgewater Isle as follows:

	<u>Affordability Level</u>			
	Very-Low	Low	Moderate	Market
Existing	25	67		
Year 2000* (Termination of Loan Agreement)	25		37	30
Year 2011 (Termination of Redevelopment Agency Restrictions)		19		73
Year 2018 (Termination of CHFA Restrictions)				92

*Earlier if loan repaid before that date.

There is, therefore, a real possibility that of the existing 67 low-income units, rents for 37 could increase to a level affordable to moderate-income households, while rents for 30 units could increase to market rates. For the past several years the rent levels affordable to moderate income households has been essentially the same as market rates. It is likely that the restricted number of parking spaces will impact the ability to get market rates.

COST ANALYSIS

The only assisted multi-family rental development in the City of San Mateo which could potentially lose affordable units during the 10-year analysis period is Edgewater Isle Senior Apartments. Based on federal and state guidelines, an order of magnitude cost analysis was conducted to compare the cost to replace the Edgewater Isle senior development with the cost to preserve the affordability of the project. The order of magnitude cost analysis indicates that the cost to preserve the Edgewater Isle senior units is less than the cost to replace the units. The cost of construction and land to replace the 92 units is approximately \$7.6 million. Assuming an "equity" investment of 20%, replacement costs would total \$1.52 million up front, in addition to an ongoing subsidy of approximately \$260,000 annually (income less debt service and operating costs).

The owner of Edgewater Isle Senior Apartments reports that the project's viability as an affordable development is enhanced by resident-based Section 8 certificates and vouchers. While Edgewater Isle does not receive project-based Section 8 assistance, 34 of the 92 households currently residing in the complex provide the project with resident-based Section 8 assistance. Section 8 rents in San Mateo are currently similar to market rents. To some extent, the revenues provided by the Section 8 rents compensate for the lower rents generated by the units that are not leased by households who receive Section 8 assistance.

The cost of maintaining the affordability of the Edgewater Isle Senior Apartments depends on the number of Section 8 households residing in the project. Further, discussions with the owner indicate that market rents in San Mateo are currently relatively low in comparison to local incomes. At this time, the owner indicates that there is not a substantial financial incentive to terminate the affordability of Edgewater Isle units. Hence, there is no current additional government expenditure necessary to maintain the affordability of the Edgewater Isle apartments. However, in the event that Section 8 households leave the development of local market rents increase at a greater rate than increases in local incomes, the Edgewater Isle owner may then have a financial incentive to terminate the affordability of all or some of the rental units. Due to the unpredictable circumstances, the City of San Mateo cannot currently estimate the future cost, if any, to maintain the affordability of the Edgewater Isle apartments. The City, the owner, and a non-profit housing organization are exploring financial alternatives to preserve the affordability of the lower income units for a longer term.

PRESERVATION FINANCING SOURCES

This section provides a brief summary of the existing public financing sources available for the preservation of affordable housing units at risk of conversion to market rate. This list of financing sources represents a sample of the type of programs that may be available during the time of potential conversion.

Federal Sources

Low-Income Housing Reservation and Resident Homeownership Act

The Low-Income Housing Reservation and Resident Homeownership Act of 1990 (LIHPRHA) sets forth guidelines for providing financing "incentives" to owners of federally assisted housing projects. Although the Act has been approved by Congress, the regulations have not yet been adopted to date.

The purpose of LIHPRHA is to prevent the prepayment of federally-assisted mortgages, extend existing low-income use restrictions, and prevent displacement of low-income residents. The only projects eligible under LIHPRHA are Section 236 and Section 221(d)(3) projects of the National Housing Act. Financing incentive offered to owners or purchasers of projects that are covered by LIHPRHA include increased access to residual receipts, increased Section 8 rents, capital improvement financing, insured equity take-out financing, and others.

There are no subsidized projects in the City of San Mateo that have subsidy contracts that fall within the LIHPRHA eligible projects guidelines.

Section 8

Federal legislation guarantees five-year extensions of all project-based Section 8 certificates. Flores Gardens is the only development that currently has project-based Section 8 certificates. However, since these certificates do not expire until 2003, there is no certainty that the federal government will continue automatic five-year extensions at that time. Recent congressional discussions indicate a phasing out of project-based Section 8 assistance and declining appropriations for tenant-based Section 8 assistance.

State Financing Sources

There are currently no State financing sources available that directly address the problem of affordable housing units at risk of converting to market rate units. The California Housing Finance Agency (CHFA), however, is currently working with HUD to provide long-term mortgage financing (241F take-out loans) for preserving at-risk affordable units and potential acquisitions through a pooled bond program.

Local Resources

The City of San Mateo's primary source of long-term funding for preserving affordable housing is the Redevelopment Agency's Housing Set-Aside Funds. There is currently \$3.2 million available in the fund through the Fiscal Year 1990-91. The Agency projects that tax increments will generate approximately \$900,000 for the Fund annually. Both acquisition of sites for affordable housing development and maintaining affordability of existing projects have high priority. This would be a potential source of funds.

Community Development Block Grant (CDBG) funds are also available to the City of San Mateo Housing and Economic Development Division (HED) for preserving affordable housing. CDBG revenues total \$1,400,000 for 1995, and a portion could be available for maintaining existing affordable housing. According to the finance officer of

the San Mateo County Housing Authority, the Authority does not have any operating reserves to assist municipalities with the preservation of affordable units.

Since 1992, the City of San Mateo has participated in the federal HOME program, which provides funds to assist housing primarily for persons 60% of the area median income. The City received \$399,000 in HOME funds in 1995.

Both CDBG and HOME programs are subject to reductions in funding levels, or possible elimination, as congress reviews the federal budget. It is anticipated that funding for both programs will be consistently lowered over the next five years.

MANAGEMENT RESOURCES

There are three local nonprofit housing organizations that expressed an interest in potentially acquiring and managing affordable housing projects that may convert to market rate units and have a demonstrated track record in managing affordable housing projects. Mid-Peninsula

Housing Coalition, based in Palo Alto, has been developing and managing affordable housing projects in San Mateo and Santa Clara counties for over 20 years. Mid-Peninsula is currently managing approximately 1,700 affordable multi-family and senior housing units, of which 76 units in two previously unaffiliated projects have been recently purchased to prevent the conversion to market rate. In addition, Mid-Peninsula has bought out certain partners in two of Mid-Peninsula's own development projects to ensure the preservation of affordable units.

The Lesley Foundation, based in Belmont, also expressed interest in acquiring affordable housing projects that are at risk of converting to market rate. The Foundation currently manages three senior projects in the cities of San Mateo and Belmont. The Foundation is only interest in acquiring senior housing projects.

The Human Investment Project (HIP) is a community housing development organization which has experience in managing small scale projects and is entitled to ascertain percentage of the City's HOME funds each year.

QUANTIFIED OBJECTIVE

State housing element law requires that this amendment (pursuant to Section 65583(a)(8)(A)) include a quantified objective for the maximum number of at-risk housing units that can be preserved during the five-planning period. At this time, the Edgewater Isle Senior Apartments development is the only government-assisted affordable multifamily rental project with units potentially at risk during the next five years. The City's quantified objective is to maintain the affordability of the project's 67 low-income units that are at risk of conversion to moderate-income (37 units) and market rate (30 units).

APPENDIX K

CONSERVATION/OPEN SPACE ELEMENT STATE-MANDATED ISSUES

Issue	Applicable	Not Applicable	Comments
• Open Space for:			
• Preservation of Natural Resources	X		• C/OS discusses conservation of inland, riparian, and wetland habitats in the Natural Resources Section: Background pp 124 to 127 and Policies 1.1 through 5.2.
• Production of Resources		X	• The City does not have commercial fisheries, agriculture, or mineral deposits. However, San Mateo Creek still provides steelhead habitat (Background p 125 and Policies 2.1, 2.6) and non-commercial harvestable shellfish beds exist off the Bay shoreline (Background p 124 and Policy 1.4).
• Outdoor Recreation	X		• The C/OS Element discussion includes parks, trails, cultural resources, and scenic roadways in the Urban Resources and Parks & Recreation Sections: Background pp 134 to 141 and Policies 1.3, 1.4, 1.7, 2.7, 4.1-4.3, 7.1-9.3, 11.1-16.6.
• Health & Safety	X		• Water Quality in channels and creek setbacks are discussed in the C/OS Element (Background p 125 and Policies 1.1 through 2.6). While seismic, flood, and fire hazards are fully discussed in the Safety Element, related policies are incorporated by reference within the C/OS Element.

**CONSERVATION/OPEN SPACE ELEMENT
STATE-MANDATED ISSUES**

(continued)

Issue	Applicable	Not Applicable	Comments
• Trails	X		• Existing and potential route within the City and adjacent unincorporated lands are discussed in the Urban Resources Section of the C/OS Element: Background pp 129 to 130 and Policies 9.3, 9.4.
• Water Resources	X		• The C/OS Element reviews City creeks, channels, the Lagoon and Bay in the Natural Resources Section: Background pp 124 to 125 and Policies 1.1 through 2.7. No aquifers underlay the City; water supply in general is discussed in the Land Use Element.
• Forests		X	• While significant vegetation is discussed in the Natural Resources Section, the City includes no forests.
• Soils		X	• Soil conservation and utilization are not applicable issues because of the absence of forestry, agriculture, and floriculture in the City. However, soil types and stability are discussed in the Safety Element; related policies are incorporated by reference within the C/OS Element.
• Rivers		X	• The City does not include any rivers.
• Harbors		X	• The City has a local and a regional recreational marina; these are considered in the Parks and Recreation Section: Background pp 134-135.

**CONSERVATION/OPEN SPACE ELEMENT
STATE-MANDATED ISSUES**

(continued)

Issue	Applicable	Not Applicable	Comments
• Fisheries	X		• The C/OS Element discusses aquatic resources (non-commercial only): Background pp 124 to 127 and Policies 1.1, 1.4, 2.1, 2.2, 2.4, 2.6.
• Wildlife	X		• Threatened and endangered species and incidental wildlife are reviewed in the Natural Resources Section: Background p 127 and Policies 1.1, 1.2, 1.4, 2.1-2.4, 2.6, 3.1-5.2.
• Minerals		X	• No commercial or accessible mineral deposits exist.

APPENDIX L

SUMMARY INFORMATION THREATENED AND ENDANGERED ANIMALS

Key:

E:	Endangered	C-2:	Candidate-2	I:	Inventoried
T:	Threatened	CE:	Candidate for Endangered	--:	No Designation
C-1:	Candidate-1	SC:	Special Concern		

	Species Common Name/Scientific Name	Status Federal/State	Local Habitat Known or Potential
1.	Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i>	E/E	Bay Marsh
2.	Salt Marsh Wandering Shrew <i>Sorex vagrans halicoetes</i>	C-2/SC	Bay Marsh
3.	San Francisco Garter Snake <i>Thomomys sirtalis tetrataenialis</i>	E/E	Marsh, Reservoir
4.	Red-legged Frog <i>Rana aurora</i>	C-2/SC	Creeks
5.	Bay Checkerspot Butterfly <i>Euphydryas editha bayensis</i>	T/--	Reserve, Highlands
6.	San Francisco Forktail Damselfly <i>Ischnura gemina</i>	C-1/--	Marsh, Creeks
7.	California Clapper Rail <i>Rallus longirostris obsoletus</i>	E/E	Marsh
8.	California Black Rail <i>Laterallus jamaicensis coturniculus</i>	C-2/T	Marsh, Slough
9.	California Least Tern <i>Sterna antillarum browni</i>	E/E	Slough
10.	California Gull <i>Larus californicus</i>	--/SC	Shoreline
11.	Western Snowy Plover <i>Charadrius alexandrinus nivosus</i>	T/--	Slough
12.	Short-Eared Owl <i>Asio flammeus</i>	--/SC	Marsh
13.	Snowy Egret <i>Leucophoyx thula</i>	--/I	Marsh
14.	Western Grebe <i>Aechmophorus occidentalis</i>	--/I	Slough

APPENDIX L**SUMMARY INFORMATION: THREATENED AND ENDANGERED ANIMALS**

(continued)

	Species Common Name/Scientific Name	Status Federal/State	Local Habitat Known or Potential
15.	Brown Pelican <i>Pelecanus occidentalis californicus</i>	E/E	Off-shore to Bay
16.	Double Crested Cormorant <i>Phalacrocorax auritus</i>	--/SC	Marsh
17.	Blue Heron <i>Ardea herodias</i>	--/I	Marsh
18.	Swainson's Hawk <i>Buteo swainsoni</i>	C-2/T	Grasslands
19.	Bank Swallow <i>Riparia riparia</i>	--/CE	Creeks
20.	Burrowing Owl <i>Athene cunicularia</i>	--/SC	Grasslands
21.	Gray Vireo <i>Vireo vicinior</i>	--/SC	Chaparral
22.	Edgewood Blind Harvestman <i>Calicina Minor</i>	C-2/--	Highlands
23.	Monarch Butterfly <i>Danaus Plexippus</i>	--/--	Shoreline

APPENDIX M

SUMMARY INFORMATION RARE AND ENDANGERED PLANTS

Key:

E: Endangered
T: Threatened

C-1: Candidate-1
C-2: Candidate-2

I: Inventoried
--: No Designation

Species Common Name/Scientific Name	Status Federal/State	Local Habitat Known or Potential
1. San Mateo Thommint <i>Acanthomintha obovata</i> ssp. <i>duttonii</i>	E/E	Reservoir, Grasslands
2. Fountain Thistle <i>Cirsium fontinale</i> var. <i>fontinale</i>	C-2/E	Reservoir, Grasslands
3. Marin Dwarf Flax <i>Hesperolinon congestum</i>	C-1/--	Reservoir, Grasslands
4. San Mateo Woolly Sunflower <i>Eriophyllum latilobum</i>	C-1/E	Canyons
5. Monterey Cypress <i>Cupressus macrocarpa</i>	C-2/	Various
6. Point Reyes Birds-Beak <i>Cordylanthus maritimus</i> ssp. <i>palustris</i>	C-2/--	Marsh
7. Serpentine Bunchgrass <i>Serpentine Bunchgrass</i>	--/--	Reservoir, Grasslands
8. Marin Western Flax <i>Hesperolinon Congestum</i>	I/T	Reservoir, Grasslands
9. Fragrant Fritillary <i>Fritillaria Liliacea</i>	C-2/--	

APPENDIX N

INVENTORY OF SPECIFIC FACILITIES IN SAN MATEO CITY PARKS

Park	Pool	Diamonds	Lighted Fields	Soccer Fields	Tennis Courts Lighted	Outdoor BB Cts.	Indoor Courts	Play-grounds/ Type	Group Picnic	Picnic Tables	Restrooms
Bay Tree											
Bayside/Joinville	1	1	1	2	2/N			1/E	1-3	18	1
Beresford		3	1		4/Y	1		1/P,E	3	31	1
Borel											
Casanova						1/2		1/E	1	3	1
Central		1	1		6/Y			1/P,E	1-4	45	2
Concar								1/E		1	
Dale											
DeAnza											
East Hillsdale					1/N			1/E			
Fiesta Meadows				1							
Gateway								1/?		4	
Harborview		1						1/P,E	1	4	1
Hayward										3	
Indian Springs								1/E	1	2	1
King	1	1	1	1		1	1	1/P,E	1	7	1
Laguna Vista											
Lakeshore		2				1		1/E	1	7	1
Laurie Meadows								1/P,E	1	4	
Laurelwood								1/E	1	3	
Los Prados		2		2	2/Y	1		1/E		5	1
Mariner's Island		1						1/P,E			
Parkside									1	10	1
Ryder								1/E		1	
Shoreline											
Shoreview		1			2/Y			1/P,E	1	4	1
Sugarloaf											
Sunnybrae								1/P,E		3	
Tidelands											
Timberland											
Trinta		2				1/2		1/P,E			1
Washington					1/N			1/P,E		6	
West Hillsdale							1/2		1/E		
Total	2	15	4	6	18/14	5 1/2	1	21	14-19	161	13

APPENDIX O

INVENTORY OF SCHOOL FACILITIES

School	Pools	Diamonds	Soccer Fields	Tennis Courts	Gymnasiums
Aragon High Sch.	1	2	1	8	1
Hillsdale High Sch.	1	3	3	8	2
San Mateo High Sch.	1	4	3	10	1
Serra High Sch.					1
Turnbull			2		
CSM				12	
St. Timothy					1
St. Gregory					1
Other: Boys Club					1
TOTAL	3	10	9	38	9

The inventory shown for a given school may not be consistent with actual total facilities at that site. In some cases facilities have been deleted from the inventory because they are: 1) not made available for community recreation; 2) are not usable; 3) are so restricted in their availability for community recreation as to have virtually no impact on general need.

Facilities enumerated in this inventory include those for children, youths, and adults, and are not necessarily all full-size adult facilities.

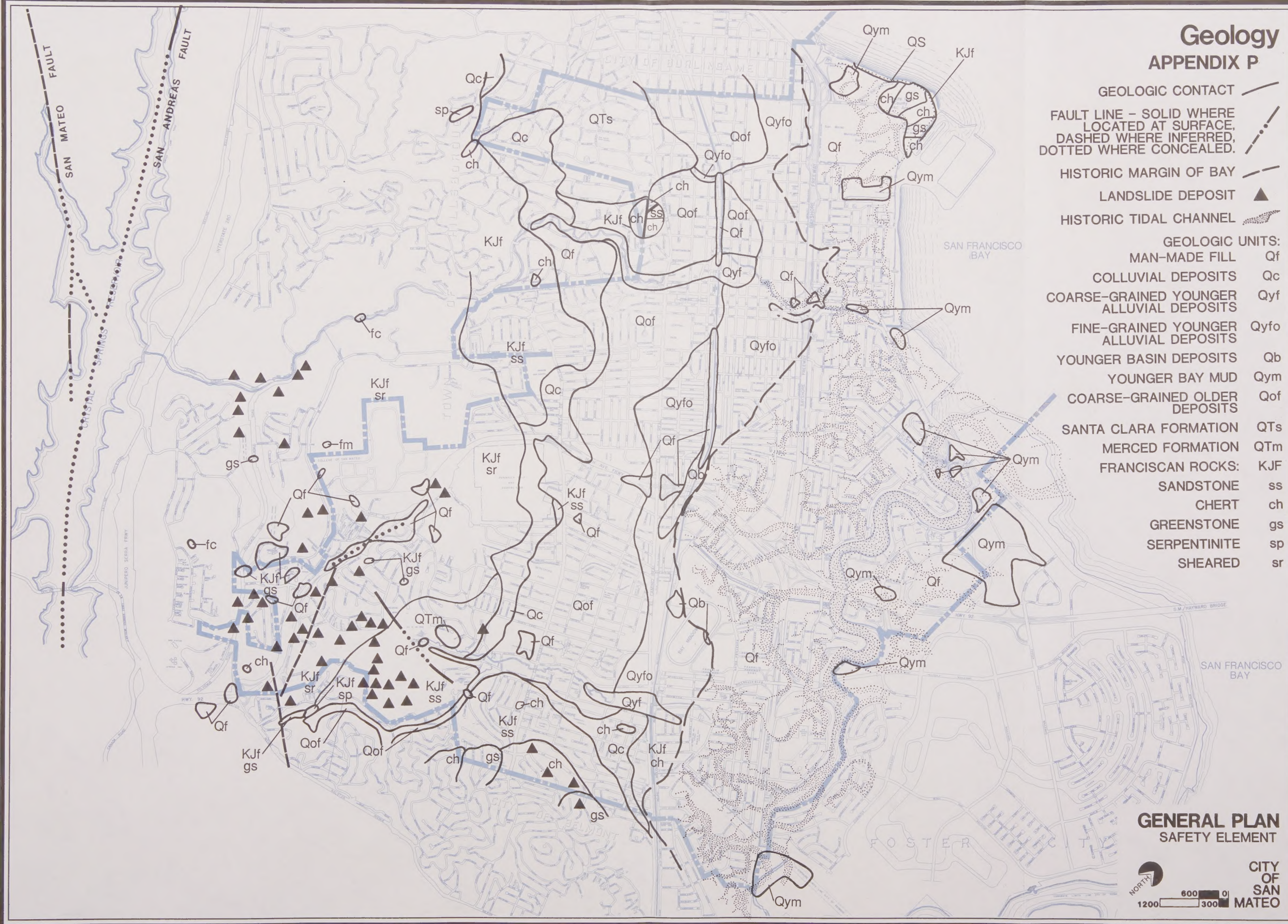
Geology

APPENDIX P

- GEOLOGIC CONTACT
- FAULT LINE - SOLID WHERE LOCATED AT SURFACE, DASHED WHERE INFERRED, DOTTED WHERE CONCEALED.
- HISTORIC MARGIN OF BAY
- LANDSLIDE DEPOSIT
- HISTORIC TIDAL CHANNEL

GEOLOGIC UNITS:

MAN-MADE FILL	Qf
COLLUVIAL DEPOSITS	Qc
COARSE-GRAINED YOUNGER ALLUVIAL DEPOSITS	Qyf
FINE-GRAINED YOUNGER ALLUVIAL DEPOSITS	Qyfo
YOUNGER BASIN DEPOSITS	Qb
YOUNGER BAY MUD	Qym
COARSE-GRAINED OLDER DEPOSITS	Qof
SANTA CLARA FORMATION	QTs
MERCED FORMATION	QTm
FRANCISCAN ROCKS:	KJf
SANDSTONE	ss
CHERT	ch
GREENSTONE	gs
SERPENTINITE	sp
SHEARED	sr



GENERAL PLAN
SAFETY ELEMENT

CITY OF
SAN
MATEO

Potential
Geologic
and
Seismic
Hazards

MAP SYMBOL	GEOLOGIC UNIT	FLOODING	TSUNAMIS	GROUND SUBSIDENCE AND SETTLEMENT	FAULT GROUND RUPTURE	SEISMICALLY INDUCED GROUND FAILURE	SEISMICALLY INDUCED GROUND SHAKING	LIQUEFACTION	EROSION
Qf	Man-made fill	Generally no hazard in hillside area except locally if storm system overtaxed; general flooding expected east at Bayshore Freeway, Coyote Point and Highway 92 along San Mateo Creek, and locally elsewhere in flatland area during 100 year flood.	No hazard.	No hazard in properly engineered and constructed fills. Common hazard in poorly constructed or uncontrolled fills. Somewhat greater hazard in areas of filled tidal channels.	Unlikely	No hazard if properly engineered and constructed. Somewhat greater hazard in areas on or near filled tidal channels.	Very strong to extremely strong for 8.3 magnitude earthquake on San Andreas; MM VII-Ix.	No hazard in engineered fills. Possible hazard in uncontrolled fill on bay mud. Hazard somewhat greater in areas on or near filled tidal channels.	Slope protection generally required on fill slopes.
Qls	Landslide deposits	No hazard.	No hazard.	Will compact and settle soon after deposition if they contain significant amounts of water. Will compact and settle slowly over long periods of time if undisturbed. Significant settlement unlikely unless seismically induced or loaded.	Unlikely	Good to extremely poor stability; new failures in scarp areas possible.	Very strong to extremely strong for 8.3 magnitude earthquake on San Andreas; MM VII-Ix.	Moderate except where involving surficial materials where potentially liquefiable when saturated.	High to moderately high except where bedrock units are involved. Toes erode rapidly on active drainages.
Qc	Colluvium	No hazard.	No hazard.	Unlikely unless seismically induced or loaded; will compact slowly over long periods of time if undisturbed.	Unlikely.	Fair to poor stability; numerous failures probable, particularly if saturated, or marginally stable due to loading; failure probably by settlement, landsliding, or liquefaction; areas undergoing creep most likely to fail.	Very strong to extremely strong for 8.5 magnitude earthquake on San Andreas; MM VII-Ix.	Generally low, but liquefiable when saturated.	Generally moderate, but locally severe gullying may rill in cuts.
Qyf	Coarse grained younger fan deposits	Generally unlikely, but local flooding will occur during short, intense storms; flooding expected along San Mateo Creek during 100 year storm.	No hazard.	Unlikely.	Unlikely.	Good to fair stability; failures unlikely on flat ground; landslides along creek banks possible.	Very strong to extremely strong for 8.5 magnitude earthquake on San Andreas; MM VII-Ix.	Generally low.	Generally low, but locally high along active stream channels; may rill in cuts.
Qyfo	Fine grained younger fan deposits	Locally subject to periodic flood inundation; general flooding expected along San Mateo Creek during 100 year storm.	No hazard.	Unlikely.	Unlikely.	Fair to good stability; landslides along creek banks possible; unlikely on flat ground.	Extremely strong for 8.5 magnitude earthquake on San Andreas; MM Ix.	Generally low; potentially liquefiable where shallow, well sorted silt or sand beds occur and are saturated.	Generally low, but locally high along active stream channels; may rill in cuts.
Qb	Younger basin deposits.	Locally subject to periodic flooding; seasonal standing water due to high water table.	No hazard.	Unlikely.	Unlikely.	Poor stability, landslides along creek banks probable; localized failures due to liquefaction of saturated clean sands or sudden loss of strength in clays possible.	Fair to good stability; landslides along creek banks possible; unlikely on flat ground.	Generally low; potentially liquefiable where local, shallow, clean sand beds exist and are saturated.	Generally low, but locally high along active stream channels.
Qym	Younger estuarine mud	Tidally inundated under natural conditions; general flooding expected during 100-year flood.	No hazard.	Likely where drained; differential settlement from compaction of loose or soft sediment possible under surcharge of fill.	Unlikely.	Very poor stability, potentially liquefiable where shallow, clean sand beds exist; landslides and lateral flow possible along lanes or sloughs near airport.	Extremely strong for 8.5 magnitude earthquake on San Andreas; ground amplification possible during earthquake; MM Ix.	Generally moderate; locally high where shallow; clean sand beds exist.	Generally low.
Qof	Coarse grained older fan deposits	Generally not subject to flooding; local flooding along major creeks expected during 100-year flood.	No hazard.	Unlikely.	Unlikely.	Excellent to good stability; failures unlikely; some landslides along creek banks possible.	Extremely strong for 8.5 magnitude earthquake on San Andreas; ground amplification possible during earthquake; MM Ix.	Generally low; potentially liquefiable where shallow, well sorted silt and sand beds occur.	Generally low.
QTs and QTa	Santa Clara Formation and Menoed Formation	No hazard.	No hazard.	Unlikely.	Unlikely.	Unlikely.	Strong to extremely strong for 8.3 magnitude earthquake on San Andreas; MM VIII.	No hazard.	Generally low; locally moderate to high where natural surface disturbed or removed, particularly where highly fractured or weathered.
Kjf	Franciscan Rocks								
ss	Sandstone	No hazard; very localized minor flooding possible below minor gullies during short, intense storms which overtax the storm drain system.	No hazard.	Unlikely.	Unlikely.	Excellent to good stability, some minor rock falls of oversteepened slope where rock fractured; slumps possible where bedding, fractures or shear zones dip out of slope.	Strong to extremely strong for 8.3 magnitude earthquake on San Andreas; MM VIII.	No hazard.	Generally low; locally moderate to high where natural surface disturbed or removed, particularly where highly fractured or weathered.
ch	Chert	Unlikely.	No hazard.	Unlikely.	Unlikely.	Similar to ss and sh.	Same as Kjf as a whole.	No hazard.	Generally low; locally moderate to high where natural surface disturbed or removed, particularly where highly fractured or weathered.
gs	Greenstone	Same as Kjf as a whole.	No hazard.	Unlikely.	Unlikely.	Excellent to good stability where fresh; some minor rockfalls off oversteepened slope where fractures; slumps where layering or zones of weakness (shears and fractures) dip out of slope; good to fair where deeply weathered.	Same as Kjf as a whole.	No hazard.	Similar to ss.
sp	Serpentine	Generally similar to Kjf as a whole; may locally have standing water after short intense storms.	No hazard.	Unlikely.	Unlikely.	Generally good stability, locally poor where severely sheared with relatively thick saturated surficial mantle.	Same as Kjf as a whole.	No hazard.	Similar to ss.
sr	Sheared rock	No hazard.	No hazard.	Unlikely.	Unlikely.	Unlikely.	Same as Kjf as a whole.	No hazard.	Similar to ss.

Engineering
Characteristics

MAP SYMBOL	NATURAL SLOPE STABILITY	EXPANSIVITY	CUT SLOPE STABILITY	EXCAVABILITY	CHARACTER AS FILL	FOUNDATION CONDITIONS
Qf	N.A.	Generally very low to moderate where engineered, variable where uncontrolled.	N.A.	Common excavation, trenched with ease in engineered fill; uncontrolled fill may contain debris.	N.A.	Good for engineered fills; poor to fair for uncontrolled fills.
Qls	Generally unstable to marginally stable; marginally stable to stable where bedrock is involved.	Similar to adjacent or underlying units.	Generally low when involving surficial units, similar to adjacent or underlying units when involving bedrock.	Common excavation, trenched with ease, similar to adjacent or underlying units where bedrock is involved.	Good except where expansive clays present.	Generally poor; good where involving large slumps of bedrock occupying topographic lows.
Qc	Older deposits on gentler slopes less than 10%, generally stable; younger deposits and older deposits on slopes steeper than 10% unstable and actively creeping to marginally stable, commonly fail by Type 1 landsliding-earth flows.	Generally high.	Low to moderate; steeper cuts may slough or slump.	Common excavation, trenched with ease.	Poor to fair.	Fair to poor.
Qyf	Generally stable; locally unstable along entrenched stream channels.	Generally low.	Low to moderate; steeper cuts may slough or slump.	Common excavation, trenched with ease.	Poor to good.	Excellent to good.
Qyfo	Same as Qyf.	Generally low; locally high.	Moderate to high.	Common excavation, trenched with ease.	Generally good, except where expansive clay present.	Good to fair.
Qb	Same as Qyf.	Moderate to high.	Low to moderate; cut slopes generally not required.	Common excavation, trenched with ease.	Poor to fair because of expansive clays.	Poor to fair.
Qym	Generally stable.	Generally not expansive under normal conditions in its normal environment.	Generally low; cut slopes generally not required.	Common excavation, trenched with ease; walls will generally not stand unsupported.	Poor because of potentially expansive clays.	Extremely poor, particularly for slab type foundations.
Qof	Same as Qyf.	Generally low; locally moderate.	Generally moderate; cut slopes not generally required.	Common excavation, trenched with ease; walls will generally not stand unsupported.	Generally good, except where expansive clays present.	Fair to poor.
Qls and Qlm	Generally stable.	Clayey beds and clayey surficial mantle probably expansive.	Very low to moderate stability in bedrock cuts with adverse structural orientation, depending largely on thickness of sandy beds; clayey rock may be very low, regardless of structural orientation; very low to moderate stability in surficial mantle cuts; cuts in clayey rock may ravel or slough.	Common excavation, trenched with ease.	Fair to good, except where expansive clays present.	Generally good to poor where expansive.
Kjf						
ss	Generally stable.	Bedrock and surficial mantle generally not expansive.	Bedrock cuts in slopes with adverse structural orientation moderate to generally high in unbedded rock, low in bedded rock with beds less than 10 feet thick, and very low in severely sheared rock; stability in surficial mantle cuts generally moderate except very low in clayey mantle; sheared rock may swell and slough and blocks may fall.	Sandy surficial mantle common excavation; most weathered sandstone and shale can be trenched, generally with difficulty; fresh sandstone and shale can be ripped where bedding or well developed shear surfaces closer than 3 feet, but elsewhere requires heavy ripping or blasting.	Fill may have little matrix or contain oversize fragments; surficial mantle and moderately weathered sandstone; sand and finer material including some clay and small to very small sandstone fragments; fresh sandstone; small to very small shale fragments, with less than 1/3 sand and finer material, but little or no clay.	Generally excellent.
ch	Generally very stable; locally rockfalls may occur from oversteeped slopes where fractured.	Bedrock not expansive; clay moderately expansive; clayey surficial mantle not expansive to low expansivity.	Generally moderate in bedrock cuts with adverse bedding orientations; high with good bedding orientation; cuts may locally ravel and locally blocks may fall.	Most weathered and some fresh bedrock common excavation; most fresh bedrock rock can be ripped, but locally thick to very thick bedded chert may require heavy ripping or blasting.	Fill may lack matrix, very locally expansive; bedrock; very small to small durable chert fragments and generally durable chert fragments and generally less than 1/3 sand and finer material including little clay, but locally may include medium to very large durable fragments; bedrock altered to clay; clay fill.	Generally excellent.
gs	Similar to ss; surficial mantle may creep where thick.	Bedrock not expansive; clayey surficial mantle highly expansive to moderately expansive.	Moderate to high stability in bedrock cuts with adverse structural orientation; low to very low in surficial mantle cuts; some rock may ravel, and blocks may fall.	Surficial mantle common excavation, but may be sticky when wet; most weathered bedrock can be trenched, some with difficulty, and all can be ripped; much fresh bedrock can be ripped, some may require heavy ripping or blasting.	Fill may lack matrix and contain oversize fragments, much clay expansive; surficial mantle; generally clayey fill, which may be expansive; moderately weathered bedrock; sand and finer material with generally small to very small rock fragments; fresh bedrock; small to large and some very large durable rock fragments with generally little or no sand or fines.	Generally good to excellent where fresh; good to fair where fracture, deeply weathered, or expansive.
sp	Similar to ss.	Relatively harder blocks not expansive; surficial mantle and sheared matrix highly to moderately expansive.	Stability to bedrock cuts very low in gouge; moderate to low in sheared serpentinite, and generally high in unsheared rock; very low stability in cuts in clayey surficial mantle; gouge may ravel or slough; blocks may fall from cuts in each rock type.	Surficial mantle common excavation, but clayey mantle may be sticky when wet; most gouge can be trenched, some with difficulty, but is sticky when wet, sheared serpentinite can be trenched, most with difficulty where fresh, some fractured rock can be trenched, and all can be ripped; hard blocks in sheared matrix or on ground surface require blasting where too large to handle whole.	Fill may be weak, locally clayey and expansive, and oversize blocks generally present; clayey surficial mantle and gouge; clay fill that may be expansive; sheared serpentinite; serpentinite fragments ranging from small to sand size and finer, with some durable fragments several inches to 10 feet or more in diameter; un-sheared fractured rock; generally small to large and possibly very large rock fragments and less than 1/3 sand or fines.	Generally good, very good to fair where severely sheared, deeply weathered or expansive.
sr	Similar to gs.	Bedrock and surficial mantle generally not expansive; severely sheared shale and resultant clayey surficial mantle high expansive to moderately expansive.	Similar to ss.	Sandy surficial mantle common excavation; most weathered sandstone and shale can be trenched, generally with difficulty; sheared shale can be trenched, easily where weathered and with some difficulty where fresh, but may be sticky when wet and require ripping when dry and hard; fresh sandstone and shale similar to ss.	Fill may be weak locally, clayey and expansive, and oversize blocks, typically present; clayey surficial mantle and gouge; clay fill that may be expansive; sandstone, shale, chert, greenstone and serpentinite fragments ranging from small sand size and finer with some durable fragments or "knockers" several inches to 10 feet or more in diameter.	Generally good to excellent; locally fair to poor where expansive.

APPENDIX Q

PROPOSED AREAS SUITABLE FOR HAZARDOUS WASTE TRANSFER AND STORAGE ONLY

1. Coyote Point Park, northeast of Coyote Point Drive. (P = park generated waste only)
2. West of US 101 between Indian Avenue and Second Avenue
3. West of US 101 between Fifth Avenue and Tenth Avenue.
4. West of US 101 between Tenth and Folkstone.
5. Area between Jefferson and tracks from Peninsula to Villa Terrace.
6. East of tracks between Birch and Keswick.
7. West of tracks bounded by Leslie, Gum, and 17th Avenue.
8. Area east of El Camino Real between 21st and East 25th Avenue.
9. Area between San Mateo Drive and the tracks from Peninsula Avenue to State Street

Sites	A. Approx. Size (acres)	B. # of Nearby Known Hazardous Materials Sites	C. Zoning	D. Geologic & Seismic Hazard	E. Flood Potential	F. Proximity to Populations	G. Site Access	H. Other Consideration	Overall Ranking*
1	105	0	S	Highest	Medium	Medium	Best	a	10
2	11	3	C4-1	Highest	Highest	Medium	Good		5
3	6	3	C4-1	Medium	Medium	Medium	Good		4
4	6	4	C4-1	Highest	Highest	Medium	Good		7
5	6	3	C4-1/C-3	Lowest	None	Highest	Best	b	6
6	4	3	C4-1	Medium	Medium	Medium	Good		6
7	4	3	C4-1	Medium	None	Medium	Good		2
8	10	5	C4-1	Medium	Lowest	Medium	Good		2
9	3	5	C2-4	Lowest	None	Highest	Best	c	3

*Lowest number = most preferred site.

- a. Regional Park, adjacent to Bay, and proposed Shoreline Park; over designated in proposed plan.
- b. Includes site of shelter for homeless persons; developing auto dealership area nearby.
- c. Part of a developing auto sales area.

**PROPOSED AREAS WITH LOW SUITABILITY FOR TREATMENT, RECYCLING, TRANSFER
AND STORAGE FACILITIES (EXCLUDING INCINERATION)**

(continued)

- 10. Area between the tracks and South Claremont from Ninth Avenue to Birch.
- 11. East of the tracks between 16th Avenue and Concar Drive.
- 12. West of the tracks between 17th Avenue and SR 92.
- 13. Area bounded by 19th Avenue, Pacific Boulevard and Delaware.
- 14. West of the tracks between 21st Avenue and East 25th Avenue.
- 15. East side of South Claremont between Ninth Avenue and Birch.

Sites	A. Approx. Size (acres)	B. # of Nearby Known Hazardous Materials Sites	C. Zoning	D. Geologic & Seismic Hazard	E. Flood Potential	F. Proximity to Populations	G. Site Access	H. Other Consideration	Overall Ranking*
10	9	2	M-2	Medium	Lowest	Lowest	Good		1
11	12	0	M-1	Medium	Medium	Lowest	Good	d	9
12	1	3	M-1	Medium	Lowest	Lowest	Good	e	4
13	16	5	M-1/M-2	Highest	Medium	Lowest	Good		1
14	6	5	M-1	Medium	Lowest	Lowest	Good		1
15	4	2	M-1	Medium	Lowest	Medium	Good		3

* Lowest number = most preferred site.

d. Site of proposed Caltrain Station (1990).

e. Possible parking or extension site of proposed Caltrain Station (1990).

APPENDIX R MEASURE H - GENERAL PLAN INITIATIVE

The people of San Mateo do hereby ordain as follows:

Section 1. Purpose

The purpose of this initiative is to amend the San Mateo General Plan so as to preserve the livability and suburban character of the City of San Mateo by reducing height limits and densities, while providing for the level of economic growth projected in the San Mateo General Plan and increasing the City's commitment to providing its fair share of affordable housing.

Section 2. Findings

The people of San Mateo find and declare:

- A. The City of San Mateo is a mature community whose established and stable suburban character provides an economic asset for its homeowners and residents, and whose diversity is a source of pride.
- B. The City of San Mateo is already a well-balanced community with a strong mix of residential, commercial and retail development. The City provides a wide range of housing opportunities for its residents. Currently, more than 48% of San Mateo's housing units are multi-family.
- C. In 1990 the City Council adopted a General Plan for the City of San Mateo. The General Plan assumed that it was desirable for the City to meet a projected level of growth which was "estimated" or "anticipated" by the year 2005.
- D. However the General Plan designated land uses, building intensities and population densities which would allow far more growth than was projected, and more growth than is desirable.
- E. The excess densities and intensities permissible under the General Plan were intended to allow for flexibility, and were to be reserved for projects which provided substantial public benefits, including affordable housing. However, the City Council has approved projects in the higher range of building intensity and population density which have not provided sufficient public benefits or affordable housing.
- F. Recent high-rise and high-density developments threaten the viability of the valued suburban character of the community and do not have the support of San Mateo residents. Continued approval of such projects will irrevocably change the character of San Mateo for the worse, and cause serious adverse impacts to its citizens, in the form of increased traffic congestion, air pollution and noise levels, loss of views and other adverse visual impacts, reduced emergency services and other public facilities, increased costs of government, and reduced quality of life.

- G. It is necessary to limit the maximum density and intensity of development in San Mateo to levels which will eliminate or mitigate the impacts set forth above. At the same time, such restrictions should not unduly impair the City's ability to achieve its economic development goals; and it is of utmost importance that such limitations not reduce the amount of affordable housing production.
- H. Since the City Council did not include any mandatory inclusionary housing or other programs in the General Plan to ensure the production of affordable housing, it is also necessary to increase the City's commitment to production of affordable housing.
- I. This initiative and the General Plan amendments adopted by it: encourage the production of San Mateo's fair share of housing affordable to persons defined in Health and Safety Code section 50093; do not and will not impose any numerical or percentage limit on the development of housing units in the City of San Mateo; encourage the development of affordable housing units within City limits; and are intended to be and are consistent with Chapter 4.2 of Title 7 of the Government Code, including Government Code section 65913.1.
- J. This initiative and the General Plan amendments adopted by it are intended to and do retain the General Plan, as amended, as an internally consistent and legally adequate General Plan.

Section 3. General Plan Amendments

A. General Plan Amendments

- 1) This section sets forth specific amendments to the San Mateo General Plan, which was adopted in July 1990. The General Plan is published in looseleaf form, and consists of 205 numbered pages, Appendices A through Q, a Glossary, Index and Acknowledgements. It is comprised of an Introduction (Chapter I, pp. 1-6); seven elements, some of which have been combined: Land Use (Chapter II, pp. 7-54 and figures LU-1 and LU-2), Circulation (Chapter III, pp. 58-84), Housing (Chapter IV, pp. 85-118), Urban Design (Chapter V, pp. 119-134), Open Space/Conservation/Parks and Recreation (Chapter VI, pp. 135-172), Safety (Chapter VII, pp. 173-196), and Noise (Chapter VIII, pp. 197-205); Appendices A through Q; and three oversize plan diagrams/maps: the Land Use Plan (designated as figure LU-3 in the table of contents), the Building Height Plan (designated as figure LU-4 in the table of contents, but marked as LU-5), and the Building Intensity Plan (designated as figure LU-5 in the table of contents, but marked as LU-6).
- 2) This section of the initiative sets forth amendments to the Introduction, the Land Use, Housing and Urban Design elements of the General Plan, the Appendices, and the oversize

plan diagrams/maps, in separate subsections, B-G.

- 3) Statements in brackets, shown as "[]", are not amendments to the General Plan, but denote parts of the General Plan or text which remains unchanged.

B. Amendments to General Plan, Chapter I, Introduction

- 1) The following paragraph is added to the end of part B ("How the San Mateo General Plan was Developed"), on page 2:

In November 1991, the voters adopted an initiative which amended the General Plan. The initiative made several changes to the General Plan, primarily directed at reducing maximum heights and densities for residential and most non-residential uses, while increasing the City's commitment to providing affordable housing.

- 2) The following amendments are made to part C ("Major Proposals of the General Plan"):

- a. The first paragraph in part 2 ("Maintain the Commitment to Strengthening the Downtown as a Major Commercial, Residential and Cultural Center"), on page 3, is amended to read:

The General Plan supports new commercial and residential growth in the Downtown, as well as maintaining retail shopping on the ground floors along Third and Fourth avenues and B Street. Development of substantial amounts of housing to support Downtown retail and office growth is fostered in the Gateway area, between Downtown and US 101.

- b. The first paragraph in part 3 ("Concentrate Major New Development Near Transportation and Transit Corridors"), on page 4, is amended to read:

As the pre-eminent city in San Mateo County, San Mateo will continue to attract relatively intense office and residential development. Concentrating these higher intensity projects in areas having good access to freeways and the rail stations will reduce congestion on City streets and create higher value developments surrounded by supporting amenities. The creation of higher density "nodes" will also establish a more recognizable urban form. These nodes are located in areas which will minimize the impacts of dense development on surrounding neighborhoods.

- c. The second paragraph in part 5 ("Improve Design Quality and Establish Height Limits"), on page 4, is amended to read:

The Plan establishes height limits which take into account the existing pattern of development and surrounding land uses, and preserve the predominant character of the City.

C. Amendments to General Plan, Chapter II, Land Use Element

- 1) The paragraph on page 13 designated "b. Development Buildout", which is part 2.b. in the discussion of "Land Use" which begins on page 11, is amended to read:

b. **Development Buildout.** Development Buildout-- the theoretical maximum development allowed the General Plan prior to its amendment by initiative in November 1991-- would have allowed for the addition of up to 16.9 million square feet of commercial development, or a 100% increase over the existing floor space, for an overall FAR of .77. The largest concentrations of commercial space would have been in the Downtown, Hillsdale Shopping Center, and at Mariner's Island. The neighborhood shopping centers would have been able to almost double their existing floor space. Office space would have been able to more than triple, making it the largest concentration of commercial space. The SR 92 corridor would have contained the largest single concentration of office space.

Maximum theoretical residential buildout would have resulted in a total of 48,700 dwellings, with multi-family accounting for over 59% of all units. The number of dwellings could have been significantly higher depending on the number of commercial/residential mixed-use developments. Residential densities would have increased to a city average of 17 units/net acre, the equivalent of an R-2 (two-family dwellings) District.

The initiative General Plan amendments reduce the maximum theoretical buildout to bring it more into conformity with estimated (anticipated) development during the General Plan timeframe. The distribution of land uses remains similar to maximum theoretical buildout under the General Plan prior to the initiative, but the amount of development is reduced. Maximum theoretical residential development under the initiative would be 1,815 units on vacant land, and 16,465 units in areas that are currently zoned to permit residential uses, for a total of 56,880 potential units. (See Appendices F and H) Maximum redevelopment for this amount of housing would reduce the amount of commercial development.

- 2) Beginning with the last full paragraph on page 15, the text following Policy LU 1.4 ("Development Intensity/Density") is

amended to read:

The plan permits new multi-family residential development at a range of densities from 9 to 50 units net per acre, with the higher end of the density range to be used only for projects which provide substantial public benefits or amenities. Residential development is also allowed in commercial districts. If expected development takes place, the city-wide average density is expected to increase from 10 to at least 12 units per net acre.

Building intensity is a measurement of the amount of physical development allowed on a parcel. The Land Use Element utilizes a combination of building height and floor area ratio (FAR) (the gross floor area of a building divided by the net lot area) to measure building intensity.

The plan anticipates a range of new non-residential development by providing an FAR range of 0.5 up to a theoretical maximum of 3.0, and by establishing a range of permitted building heights from 25 feet to 90 feet. Higher height limits and the higher end of the FAR range are available only for projects which provide public benefits or amenities substantially greater than code requirements.

The city-wide average FAR is expected to increase from .59, but to stay below .70, while average height will remain less than 45 feet.

- 3) The text following Policy LU 1.5 ("Building Height"), on page 16, is amended to read:

Maximum height limits are intended to permit development which will not overburden the City's infrastructure or circulation system, which is consistent with the plan's intensity/density standards, and is compatible with surrounding land uses, and which will preserve, to the extent feasible, the City's existing character. Height limits range from 25 feet to 90 feet, and are contained in Appendices B and C.

Generally the residential areas are restricted to low maximum heights (32 feet) to protect established neighborhoods, although medium- and high-density multi-family areas have height limits up to 55 feet, to accommodate increased density.

Non-residential maximum heights range from 25 feet (nearest low density residential areas) to 90 feet (manufacturing, public facilities, and major institutions). Generally, the maximum height is 55 feet.

- 4) Beginning with the third full paragraph on page 17, the text following Policy LU 1.9 ("Single-Family and Duplex Preservation"), on page 17, is amended to read:

Maximum permitted density ranges for development are established to promote the increase of housing stock consistent with the desired character of development. Residential density ranges are:

DENSITY	UNITS/ NET ACRE	POPULATION/ NET ACRE
Single-Family	0-9	0-20
Low-Density Multi-Family	9-17	21-39
Medium-Density Multi-Family	18-35	40-80
High-Density Multi-Family	36-50	81-115

The low-density category is intended for duplex and townhouse development which is generally in close proximity to single-family areas, and often provides a buffer from higher density residential or non-residential uses.

The medium-density category generally consists of apartment and condominium buildings developed at two to four stories in height. The high-density category includes multi-unit buildings of up to 55 feet and three to five stories in height, generally located on or near major streets, in non-residential areas, surrounding the Downtown, and near train stations.

- 5) Beginning with the second full paragraph on page 18, the text following Policy LU 1.10 ("Commercial Development"), is amended to read:

All categories of residential development are allowed in all non-residential land use categories other than the service and industrial categories and those listed as categories 7-11 in part B of Appendix B; except that the maximum density residential category allowed in areas designated as neighborhood commercial is medium-density multi-family.

Residential development in these commercial zones would be consistent with the descriptions in the discussion of Policy LU-1.9.

- 6) Policy LU 1.11 ("Commercial Focal Areas") and the following text, both on page 18, are amended to read:

LU 1.11: Commercial Focal Areas. Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the

commercial nodes delineated on the Land Use Plan.

By concentrating major commercial development in nodal areas such as the Downtown, Mariner's Island, and along SR 92, the City achieves comparatively efficient design of its infrastructure and greater opportunities for transit usage. The viability and value of commercial areas are also enhanced by concentrating high quality development in compatible areas. Additionally, a more distinctive city image is established, and neighborhood impacts caused by regional traffic are minimized.

- 7) Policy LU 6.1 ("Periodic General Plan Review") on page 34 is amended to read:

LU 6.1: Periodic General Plan Review. Report to the City Council yearly on the status of the implementation of the General Plan and on the need to update the plan. Review annually projections made in the General Plan for housing, population, commercial growth, economic growth, public service and safety levels that are not considered as part of the budget review; review projections on the fair share housing allocation and update the General Plan at least every five years, consistent with the maximum building heights and densities adopted by the voters in November 1991.

- 8) A new Goal 6A and Policies 6A.1 and 6A.2 are added after the text following Policy LU 6.2 ("General Plan Amendments"), as follows:

6. GENERAL PLAN IMPLEMENTATION

GOAL 6A: Ensure that all development in the City is consistent with and implements the General Plan.

POLICIES:

LU 6A.1: Specific Plan, Zoning, Permit and Subdivision Review. The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances shall be amended so as to conform to the General Plan by the end of 1992.

LU 6A.2: Building Height and Building Intensity Maps/Plans. Develop Building Height and Building Intensity maps/plans which delineate development intensity in the form of building heights and FARs in a manner which implements the height, intensity, density and design standards in the General Plan. Except as to areas where building heights and intensities were amended by initiative in November 1991, General Plan standards for building heights and intensities are specifically set

forth in the Building Height Plan and the Building Intensity Plan that were formerly included in the General Plan, and designated respectively as figure LU-4 in the table of contents (marked as figure LU-5), and figure LU-5 in the table of contents (marked as figure LU-6).

- 9) Policy PA 1.1 ("North El Camino Real (SR 82)"), on page 36, is amended by replacing the term "medium-high density" wherever it occurs with the term "high density".
- 10) The Area Specific Policy for the Downtown on page 38, which makes up subpart 3 of the part entitled "Area Specific Policies" which begins on page 35, is designated as Policy PA 3, and is amended to read:
 - a. A Specific Plan for the Downtown was adopted by the City Council in July 1985. This Specific Plan also constituted an amendment to the previous General Plan. The density and intensity of development permitted under the Specific Plan significantly exceeds what is required to meet the land use, housing and other goals and policies of the 1990 General Plan. The previous General Plan has been superseded by the 1990 General Plan as amended by initiative in November 1991. To the extent that the Downtown Specific Plan is inconsistent with the 1990 General Plan, the Specific Plan, which is legally subordinate to the General Plan, is superseded.
 - b. Densities up to 75 units per acre, heights up to 75' and appropriate FARs may be allowed in the following areas of the Downtown, for projects which provide public benefits or amenities substantially greater than code requirements:
 1. the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by El Camino Real (SR 82), East Fourth and East Fifth Avenues and the SPRR railroad tracks;
 2. the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by El Camino Real (SR 82) and Ellsworth, Baldwin and Second Avenues;
 3. the area designated on the Land Use Plan (LU-3) as Mixed-Use (Executive Office) which is bounded by El Camino Real (SR 82), San Mateo Drive, St. Matthews Avenue, and Baldwin Avenue; and
 4. those properties in the area designated on the Land Use Plan (LU-3) as Mixed-Use (Neighborhood Commercial) which are between San Mateo Drive and Ellsworth Avenue, and which have frontage on the north side of Baldwin Avenue as of 1 January 1992.
 - c. Densities up to 75 units per acre, heights up to 75 feet, and appropriate FARs may be allowed in the following areas of the Downtown for projects which to the

greatest extent feasible protect and preserve key historic resources in accordance with the following conditions:

1. the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by B Street, Ellsworth Avenue, First Avenue and Second Avenue;
2. all buildings on the site with frontage along Second Avenue or B Street which are identified as Individually Eligible for the National Register of Historic Places or contributory to a National Register Eligible Historic District as per the City of San Mateo Historic Building Survey dated September 1989 (in this area changes in the facade or significant exterior or interior features shall be reviewed for their consistency with the architectural character of the building by applying criteria outlined in the Secretary of the Interior's Standards for Rehabilitation);
3. FARs and residential densities may be calculated based on the total site square footage; however the FARs and densities for building protected in accordance with paragraph (c)(2) immediately preceding may be excluded from the allowable FARs and densities for new construction permitted on the site.

11) Numbered paragraph 1 of Policy PA 4.6 ("Norfolk/SR 92 Vicinity") on page 40, is amended to read:

1. Retain the Parkside Shopping Center, allowing limited expansion of low-scale commercial uses. Any redevelopment shall be contingent on retaining neighborhood retail uses and on finding no appreciable increase in through traffic in residential neighborhoods or significant impacts on Norfolk Street service levels. Provide development incentives to encourage mixed retail and high density housing, should redevelopment occur. Permit heights greater than 35 feet, but to a maximum of 55 feet, for projects which meet the following criteria and are approved by the City Council.

[Subparagraphs (a) - (e) are unchanged.]

12) Policy PA 5.1 ("Mid-El Camino Real (SR 82)") and the text following it, on page 42, are amended as follows:

- a. Paragraph 1 of Policy PA 5.1 on page 42 is amended by replacing the term "medium-high density" wherever it occurs with the term "high-density".
- b. Paragraph 2 of Policy PA 5.1 and the following text are amended to read:
 2. For lots 100 feet deep and less, maximum building

height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet.

[Subparagraphs (a) - (e) are unchanged.]

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

In this area, El Camino Real (SR 82) is characterized by a mixture of commercial uses ranging from single-story to high rise. It is expected that most new development will be medium scale commercial or high-density residential or mixed-use due to the limited depth lots and potential impact on adjacent residential sites.

- 13) Numbered paragraph 3 of Policy PA 5.2 ("SR 92/Grant Street/Concar Drive/Delaware Street Vicinity") on pages 42-43, is amended to read:

3. Permit densities up to 75 units per acre, and heights greater than 40 feet but up to a maximum of 75 feet for projects in the area designated in the Land Use Plan (LU-3) as Regional/Community Commercial which is bounded by South Grant Street, US 101, SR 92, and the north property line of the Dunfey Hotel.

[Subparagraphs (a) - (e) are unchanged.]

- 14) Policy PA 6.3 ("Mariner's Island Specific Plan") on page 45, is amended by adding a new paragraph numbered 3, as follows:

3. Height Limits. Maximum densities of up to 75 units per acre and maximum heights of up to 75' and appropriate FARs may be allowed in the following areas of Mariner's Island, for projects which provide public benefits or amenities substantially greater than code requirements:
 - a) the area designated on the Land Use Plan (LU-3) as Mixed-Use Incentive (Regional/Community Commercial) which is commonly described as Fashion Island Shopping Center and is circumscribed by Arthur Hansen Drive; and
 - b) the area designated Executive Office on the Land Use Plan (LU-3) which is north of SR 92 and bounded by Fashion Island Boulevard, Mariner's Island Boulevard, and Fashion Island Shopping Center.

- 15) Policy PA 7.7 ("South El Camino Real (SR 82)") and the following text, on pages 48-49 are amended as follows:

- a. Numbered paragraph 1 is amended by replacing the term "medium-high density" wherever it occurs with the term "high density".
- b. Numbered paragraph 2 and the following text are amended

to read:

2. For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council.

[Subparagraphs (a) - (e) are unchanged.]

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

In this area, El Camino Real (SR 82) is characterized by a mixture of low-scale commercial uses. It is expected that most new development will be medium scale commercial or high-density residential or mixed-use, due to urban design concerns and traffic congestion.

- 16) Policy PA 8.1 ("South El Camino Real (SR 82)") and the following text, on page 50, are amended as follows:

- a. Numbered paragraph 1 is amended by replacing the term "medium-high density" wherever it occurs with the term "high density".
- b. Numbered paragraph 2 and the following text are amended to read:

2. For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council.

[Subparagraphs (a) - (e) are unchanged.]

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

The intent of this policy is the same as for other provisions of El Camino Real (SR 82) as described in Policies PA-7.7.

- 17) Numbered paragraph 1 of Policy PA 8.2 ("Twentieth Avenue Vicinity"), on page 51, is amended by replacing the term "medium-high density" wherever it occurs and replacing it with the term "high-density".
- 18) Beginning with numbered paragraph 2, Policy PA 9.2 ("South El Camino Real (SR 82)") and the following text, on page 53 are amended to read:

2. For lots 100 feet deep and less, maximum building

height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet which meet the following criteria and are approved by the City Council.

[Subparagraphs (a) - (e) are unchanged.]

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

D. Amendments to General Plan, Chapter IV, Housing Element

1) The text discussing "Fair Share Housing Needs -- 1990 to 1995", on pages 97-98, is amended to read:

a. The second full paragraph in the text discussing "Fair Share Housing Needs -- 1990 to 1995", on page 97, is amended as follows:

The City intends to continue to encourage the production of housing, and subsidize the production of affordable housing, and to supplement these efforts with mandatory inclusion of affordable housing in new residential projects and adoption of a commercial development/housing linkage program. Total housing needs should be satisfied within the next five years due to high local housing demand and sufficiently high allowable densities. (See Appendix G.)

b. The following new paragraph is added on page 98 to the text discussing "Fair Share Housing Needs -- 1990 to 1995", immediately before Table H-3:

The inclusionary housing and commercial/housing linkage programs called for in Policy H 2.4 will increase the amount of private sector construction of affordable housing, as well as the amount of funds available for subsidy, but to an as yet unknown degree.

- 2) Table H-3 on page 98 is amended to read as follows:

TABLE H-3
1990 - 1995 FAIR SHARE HOUSING NEEDS

	Need	City Objectives*
Total Housing Stock:	2,902	2,902
Low/Moderate Income:		
New Construction		
Very Low-Income	551	75
Low Income	464	96
Moderate Income	609	299
Total Low/Moderate Income:	1,624	470

* City objectives for affordable housing categories include units to be subsidized by the City as well as units to be constructed by private developers pursuant to Program H 2.4. Objectives for affordable housing categories are minimums, and will be revised as the City gains experience with the inclusionary housing and linkage programs.

- 3) Section F of the Housing Element, entitled "Land Suitable for Residential Development" and beginning on page 98, is amended to read:

VACANT PARCELS

San Mateo is rapidly depleting its supply of vacant residential land. Only 80 acres of vacant land remain which are zoned for residential development. If developed to the maximum allowed densities under the General Plan, these parcels would yield 1,845 housing units (see Appendix F). Residential development of the 40-acre Bay Meadows practice track (proposed for 1,300 residences) is particularly important in meeting the City's fair share housing needs.

SITES HAVING POTENTIAL FOR REDEVELOPMENT

Due to the limited supply of vacant land, most new housing development will occur through redevelopment of underutilized properties in areas zoned for multi-family use. Under the General Plan, these areas may be developed at densities of up to 50 units per acre, with density bonuses available for qualifying projects. Redevelopment of multi-family sites has been the source of most of the housing developed in San Mateo in at least two recent years. Of the 430 units approved from September, 1988 to April, 1990, 359 (83%) were on redeveloped sites.

Prior to the adoption of initiative general plan amendments in November 1991, the "buildout" potential

of land designated for residential uses was estimated as 48,700 units, an increase of almost 11,100 units over the present housing stock. Given more likely market conditions, it was estimated that only 5,645 additional units would be built by 2005. This number of units is well within the amount of development permitted by the initiative.

The City also allows residential development on commercially zoned properties, with the exception of service commercial and manufacturing districts due to safety concerns. Including the redevelopment potential of commercial and residentially zoned properties, the maximum housing potential of the City is 54,754 units, or roughly 1.4 times the number of existing dwellings (see Appendix H). Two projects with 278 housing units have been approved on commercially-zoned sites from 1987 to 1990.

In addition to encouraging housing development within the Downtown and other commercial areas, a major objective of the General Plan is to provide incentives for mixed use (residential and commercial) development along the El Camino Real (SR 82) as a means of changing the strip commercial character of the thoroughfare.

SENIOR CITIZEN OVERLAY DISTRICT

[No amendments.]

SECONDARY UNITS

[No amendments.]

MOBILEHOMES AND MANUFACTURED HOUSING

[No amendments.]

SITES SUITABLE FOR AFFORDABLE HOUSING

The City considers sites on which densities of 20 units per acre or more are permitted by the General Plan to be suitable for affordable housing. Appendix H shows that such sites could accommodate a theoretical maximum of 54,754 dwellings, far exceeding the City's fair share of affordable housing, and indicating that the City has adequate available sites for this housing.

- 4) The fourth sentence in the fourth full paragraph on page 100, in section G of the Housing Element, entitled "Constraints on Housing Development", on page 100, is amended to read as follows:

Multi-family densities permitted under the General Plan reach 50 units per acre, and the zoning code will be amended to conform to this maximum, although it will continue to be subject to state statutes mandating density bonuses under certain conditions.

5) The "Housing Goals, Policies and Programs" set forth in section H of the Housing Element, beginning at page 103, are amended as follows:

- a. The second full paragraph in the text following Program H 2.2 ("Jobs/Housing Balance"), on page 110, is amended to read:

The Land Use Map could conceivably provide for maximum construction of approximately 56,000 new housing units if all residential and commercial properties redevelop for housing. It is estimated, however, that the private market will construct approximately 5,645 new dwellings during the 15-year time frame of the Plan. By 1995, 2,950 of these units are expected to be constructed, which means that the City would meet its housing needs. The City has attempted to ensure that at least 2,950 new units are built by 1995 by providing adequate sites zoned for higher density multi-family use and by encouraging development of residential projects on commercially zoned sites.

- b. Policy H 2.4 and Program H 2.4, beginning on page 111, are amended to read:

H 2.4: Private Development of Affordable Housing.
Encourage the provision of affordable housing by the private sector through:

1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.
2. Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which affects the demand for housing in the City.
3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.

Program H 2.4: Private Development of Affordable Housing.

1. Develop an inclusionary housing ordinance to implement Policy H 2.4 (2). The ordinance shall:
 - a) All projects which include more than 10 residential units, including mixed-use projects, shall be required to include 10% of the residential units for exclusive use as affordable housing units.
 - b) The project proponent shall build the unit(s) on site, either in partnership with a public or nonprofit housing agency, or on its own. Off-site building

shall be allowed only if the proponent demonstrates that on-site construction is infeasible; and in any event, any off-site units must be built within the City of San Mateo.

No in-lieu fees shall be allowed,

- c) The affordable units shall be as similar in exterior design and appearance as possible to the remaining units in the project.
- d) Affordable rental units shall carry deed restrictions which guarantee their affordability.
- e) Affordable for sale units shall have deed restrictions which allow for first right of refusal to the local government, upon the sale of the unit. The City local government should only refuse the option of purchase if it has already expended all of its financial resources available for housing, including Community Development Block Grant funds, local housing trust fund monies, and any other federal, state or local funds typically available for affordable housing purposes.

Lead: Planning Division

Implementation Goal: September, 1992

- 2. Develop, hold public hearings on, and if possible, adopt a commercial/housing linkage program, based on empirical data applicable to the City of San Mateo. The program should match the housing constructed and/or subsidized to the demand created by commercial development, in terms of affordability levels, type of tenancy, number of bedrooms, and other relevant factors.

Lead: Planning Division

Implementation Goal: September, 1992

- 3. Develop a density bonus program consistent with State law.

Lead: Planning Division

Implementation Goal: July, 1992

- 4. Provide information to developers on density bonus provisions for affordable housing. Give processing priority to applications which include substantial proportions of affordable housing.

Lead: Planning Division

(Ongoing)

- c. The third, fourth and fifth full paragraphs in the text following Program H 2.9 ("Housing Densities"), beginning with the second full paragraph on page 115, are amended to read:

One means of increasing housing potential is through redesignation of commercially zoned and lower density residential properties to multi-family land use. The redesignations approved in Policy H-2.8 will increase the potential for construction of new units.

San Mateo's multi-family zoning districts allow relatively high densities in an effort to encourage the production of housing. In 1989, the R-3 District (the lowest density multi-family zoning district) allowed up to 43 units per acre. Prior to the amendments necessary to make them conform to the initiative adopted by the voters in November 1991, the R-4 District allowed up to 58 units per acre and the R-5 District allowed up to 124 units per acre. However, very few projects were built up to the maximum allowable densities. On average, most developments achieved between one-third and one-half the allowable densities in these zoning districts, due to other constraints such as parking, open space requirements and the costs of high-rise building construction or multiple floors of underground parking.

The high range of allowable densities permitted by the zoning districts can result in property owners over-valuing their properties based on unrealistic development expectations. This in turn results in properties remaining undeveloped or reduces the affordability of units constructed with inflated land prices. It can also render density bonuses for affordable housing production useless.

- d. Program H 2.11 ("Mixed-Use"), on page 116, is amended to read:

Publicize the advantages of constructing housing or mixed-use projects in commercial areas. Publicize the ability to locate residences in commercial areas.

Lead: Planning Division
(Ongoing)

- e. The second full paragraph in the discussion of Program H 2.11 ("Mixed Use"), which is the last full paragraph on page 116, is amended to read:

The City currently allows the mixing of housing and commercial uses, in various locations, including properties along El Camino Real (SR 82) south of the Downtown, office sites along 20th Avenue, the KMART site at Delaware and Concar, the Parkside Shopping Center at Norfolk, and the Fashion

Island Shopping Center. In addition, once adopted, the programs called for in Program H 2.4 should encourage the construction of affordable housing in the redevelopment of commercial areas.

E. Amendments to General Plan, Chapter V, Urban Design Element

The last full paragraph on page 120 is amended to read:

Many things can be done to strengthen major focal points. The Downtown Specific Plan includes requirements for ground floor retail, and the General Plan permits mixed uses and building heights of up to 75 feet in the Downtown. Hillsdale Mall could be strengthened by higher floor area ratios (the ratio of building floor area to lot area), visible retail uses (outward focusing), and a more consistent architectural or landscape treatment. The office development along SR 92 could be enhanced by permitting buildings up to 75 feet in height, altering higher floor area ratios and architectural and landscape treatments. Focal points can be discouraged in the middle sections of El Camino Real (SR 82) and many other commercial zones by changing the zoning to permit no high-rises or buildings with excessive bulk.

F. Amendments to General Plan Appendices

1) Appendix B, entitled "Land Use Categories", is amended as follows:

- a. Section A.2.c., "Medium-High Density Multi-Family Residential" is deleted.
- b. Section A.2.d., "High-Density Multi-Family Residential" is amended to read:

High-Density Multi-Family Residential.
(36 to 50 units per acre -- 81 to 115 persons per acre)
Higher density multi-family areas, typically three to five stories, usually located near transportation corridors, major streets, commercial areas, the Downtown, and train stations.

- c. The text at the beginning of section B ("Non-Residential Land Use Categories") is amended by deleting the third sentence thereof.
- d. The last sentence of section B.2., entitled "Regional/Community Commercial", is amended to read:

Characterized by medium to high FARs of 1.0 to 2.5 and heights of 35 to 55 feet.*

- e. The last sentence of section B.3., entitled "Downtown Commercial", is amended to read:

Characterized by medium to high FARs of 1.0 to 3.0 and heights of 35 to 55 feet.*

- f. The last sentence of section B.6., entitled "Executive Office", is amended to read:

Characterized by low to medium FARs of .62 to 1.0 and heights of 35 to 55 feet.*

- g. The last sentence of section B.12., entitled "Mixed-Use Incentive", is amended to read:

Characterized by a wide range of medium to high FARs of 1.0 to 3.0 and heights of 25 to 55 feet.*

- h. A note is added to the end of Appendix B, which reads as follows:

* Densities up to 75 units per acre, and height limits up to a maximum of 75 feet may be allowed in some areas within these land use categories, as specified in the area specific policy for Downtown (PA 3), and Policies PA 5.2 and PA 6.3 of the Land Use Element.

- 2) Appendix C, entitled "Building Height", is amended as follows:

Land Use Category	Maximum Height
-------------------	----------------

Residential:

Single-Family	32'
Low-Density Multi-Family	32'
Medium-Density Multi-Family	35' to 55'
High-Density Multi-Family	35' to 55'

Non-Residential:

Neighborhood Commercial	25' to 55'
Regional/Community Commercial	35' to 55'*
Downtown	55'*
Service Commercial	30'
Manufacturing	35' to 90'
Executive Office	25' to 55'*
Public Facility	25' to 75'
Parks/Open Space	32'
Utilities	32'
Transportation Corridors	32'
Major Institution/Special Facility	35' to 90'

Mixed Use:

Executive Office/ Low-Density Multi-Family	25' to 45'
Executive Office/ Medium-Density Multi-Family	25' to 45'
Executive Office/ High-Density Multi-Family	25' to 55'*
Neighborhood Commercial/ Medium-Density Multi-Family	35'
Neighborhood Commercial/ High-Density Multi-Family	25' to 55'
Regional/Community Commercial/ High-Density Multi-Family	25' to 55'*

* Height limits up to a maximum of 75 feet may be allowed in some areas within these land use categories, as specified the area specific policy for Downtown (PA 3), and Policies PA 5.2 and PA 6.3 of the Land Use Element.

- 3) Appendix F, entitled "Vacant Parcels for Residential Development", is amended as follows:

Land Use Designation	Approximate Acres	Approximate Maximum Units
Single Family	14.5 ^a	59
Low-Density M-F	18.5 ^b	330
Medium\ -Density M-F	45.0 ^c	1,360
High-Density M-F	0.5	16
Neighborhood Comm.	0.2	13
Regional/Community Commercial	0.3	17
Downtown Commercial	1.0 ^d	50
TOTALS	77.3	1,845

Notes:

- a. Includes 2.75-acre vacant portion of Chope Hospital site plus 6-acre Knolls School site.
b. Includes 12.5-acre Callan site, maximum 300 units.
c. Includes 40-acre Bay Meadows practice track site, maximum 1,300 units.
d. Includes .7-acre St. Matthew's Church site.

- 4) Appendix G, entitled "Comparison of Maximum Housing Densities in Local Cities", is amended as follows:

City	Maximum Permitted Density*
Belmont	30
South San Francisco	30
Redwood City	36
Palo Alto	40
San Jose	40
Daly City	40
San Carlos	60
Burlingame	65
San Mateo	75**

* Units per acre, based on highest permitted density multi-family zoning district, assuming development of a one-acre parcel.

** Based on highest permitted density multi-family land use category in General Plan, including potential for up to 75 units per acre in some areas.

- 5) Appendix H, entitled "Residential Redevelopment Potential", is amended as follows:

Zone District	Parcels	Acres	Density ^a	Max. Units ^b
A (Agriculture)	4	177	1/parcel	4
C1-1 (Ltd.Comm.)	161	114	17-50	5,700
C1-2 (Ltd.Comm.)	1	0.7	17-50	35
C1/R (Ltd.Comm./ Res.)	42	7	17-50	350
C2-1 (Gen.Comm.)	178	210	17-50	10,500
C2-2 (Gen.Comm.)	11	50	17-50	2,500
C2/R (Gen.Comm./ Res.)	44	8	17-50	400
C3 (Highway Comm.)	147	40	17-50	2,000
CBD (Ctl.Bus.Dist.)	245	60	36-50	3,000
E1 (Exec.Office)	73	215	15-50	10,750
E1/R (Exec.Office/ Res.)	26	0.5	17-50	25
E2 (Exec.Office)	128	64	17-50	3,200
E3 (Exec.Office)	4	2	17-50	100
E3/R (Exec.Office/ Res.)	52	16	17-50	800
E4 (Exec.Office)	24	10	17-50	500
R2 (Duplex)	3,025	398	2/parcel	2,073 ^c
R3 (Med.Den.MF)	2,492	319	18-35	5,056 ^c
R4 (Med.High. Den. MF)	2,494	207	36-50	4,133 ^c
R4-D (Downtown M-H MF)	179	54	36-50	2,383 ^c
R5 (High Den. MF)	591	27	17-50	193 ^c
R5-D (Downtown High MF)	43	6	17-50	252 ^c
R6-D (Downtown High MF)	291	16	36-50	800
TOTAL				54,561

Notes:

a. Density range in units per acre.

b. Calculations at maximum theoretical density permitted in the General Plan, but not including potential in certain areas of densities over 50 units per acre or heights over 55 feet; all calculations are approximate.

c. Figures reduced by existing unit count.

- 6) References to zoning districts in the previous subsection section (3.F.5.), amending Appendix H, are for illustrative purposes only, and do not constitute adoption of these zoning ordinances by this initiative.

G. Amendments to General Plan Diagrams/Maps

- 1) The Building Height Plan (designated as figure LU-4 in the table of contents but marked as figure LU-5), and the Building Intensity Plan (designated as figure LU-5 in the table of contents but marked as figure LU-6), are deleted from the General Plan, and shall be replaced by the Building Height and Building Intensity Maps that will be prepared pursuant to Policy LU 6A.2.
- 2) Pending such replacement, building heights and intensities in areas that are not affected by this initiative may not exceed those set forth in the Building Height Plan (designated as figure LU-4 in the table of contents but marked as figure LU-5), and the Building Intensity Plan (designated as figure LU-5 in the table of contents but marked as figure LU-6).

Section 4. Subsequent General Plan Amendments

- A. The General Plan and all of its elements and parts may be reviewed and amended pursuant to Policy LU 6-2 and as may be required to conform to state law, without limitation, except that the City Council may not amend the General Plan in a manner inconsistent with the purposes, intent, or operative provisions of this initiative, including, but not necessarily limited to, provisions reducing maximum height limits and densities for specified uses.
- B. Should the City Council determine that it is impossible to comply with the requirements of state law without amending the General Plan in a manner inconsistent with the purposes, intent, or operative provisions of this initiative, it shall first seek voter approval of any proposed inconsistent amendments. Failing this, it shall then seek appropriate judicial relief.

Section 5. Implementation/No Unconstitutional Taking

This initiative is not intended, and shall not be applied or construed, to authorize the City to exercise its powers in a manner which will take private property for public use without the payment of just compensation, but shall be interpreted, applied and implemented so as to accomplish its purposes to the maximum constitutionally permissible extent. If application of this initiative to a specific property of record as of its effective date would create a taking, then the City Council may allow additional density or uses on said property, upon findings that the level of additional development permitted is the minimum necessary to avoid a taking, and no lesser level of development would be sufficient to avoid a taking.

Such findings shall be based on full environmental review and economic feasibility studies which are circulated in the same manner as Draft Environmental Impact Reports, and must be supported by a preponderance of the evidence.

Section 6. Severability

- A. If any portion of this initiative is hereafter determined to be invalid by a court of competent jurisdiction, all remaining portions of this initiative shall remain in full force and effect. Each section, subsection, sentence, phrase, part, or portion of this initiative would have been adopted and passed irrespective of the fact that any one or more sections, subsections, sentences, phrases, parts of portions be declared invalid or unconstitutional.
- B. In the event that section 3(C)(10) is ruled invalid or ineffective because it does not constitute an exercise of legislative power, or for any other reason, then the following provision shall take effect:

The Downtown Specific Plan of the City of San Mateo, as adopted in resolution Number 78 on 1 July 1985, is hereby repealed.

Section 7. Effective Date and Duration

- A. The provisions of this initiative shall remain in effect through the year 2005.
- B. This initiative shall take effect on 1 January 1992.

init-fnl.318

GLOSSARY



X. Glossary

Active Recreation	Type of recreation which requires the use of organized play areas such as softball, soccer, and basketball.
ADT	An abbreviation standing for average daily trips, indicating the total daily volume of traffic on a roadway section.
Affordable	With regards to housing, units which can be purchased or rented by households with very low, low or moderate income, devoting no more than 30% of gross monthly income to housing costs.
Ambient	Background noise level which surrounds a listener.
Archaeological	Relating to the material remains of past human life, culture, or activities.
Arterial	A street carrying the highest local traffic volumes, providing access to freeways, linking residential and commercial districts, and serving through traffic needs.
Bicycle Lane	A 7-12 foot wide bicycle access area along the side of a roadway which is indicated by a solid pavement line and signs. Parking and vehicular and pedestrian cross-traffic are permitted in the lanes. (Class II facility)
Bicycle Path	An 8-foot wide paved area with two 2-foot shoulders providing exclusive bicycle and pedestrian access. Because a bicycle path is physically separated from motor vehicles, it is considered the safest type of bikeway. (Class I facility)

Bicycle Route	Portions of roadways designated for joint motor vehicle/ bicycle use, identified by signage only. Because the street area is shared and no pavement markings are required, bicycle routes are the least expensive and easiest facilities to provide, but are considered least desirable from a safety perspective. (Class III facility)
Buildout	Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.
Buffer	An area designed to provide a separation between two, sometimes incompatible, land uses.
Capital Improvement Program	A City's facilities improvement funding schedule.
Clustered Development	Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining open space area.
Collector	A street whose primary function is to transfer traffic from local neighborhood streets to arterials and freeways. Secondly, a collector serves adjacent land uses.
Decibel (dB)	A unit of measurement of the intensity of sound. The decibel scale is logarithmic, with each increase of ten decibels equaling ten times the intensity of sound.
dBA	The abbreviation for the "A-weighted" scale for measuring sound in decibels which weights or reduces the effects of low and high frequencies to better simulate the range of human hearing.
Density	The degree of concentration of people in a given area. For housing, density is the number of residential dwelling units per acre of land. All densities specified in the General Plan are expressed in maximum number of units per net developable acre, excluding land area which may be devoted to public roadways.
Density Bonus	An increase in development rights allowing a parcel to accommodate additional residential units beyond the maximum for which the parcel is zoned, in exchange for the provision of affordable housing or some other designated amenity.
Density Transfer	The means of reallocating development rights from one property to another or from one portion of a site to another by increasing densities to retain open space elsewhere.
Duplex	A building under single ownership which is designed for occupancy by two families living independently of each other.

Dwelling Unit	A building or portion of a building designed as the residence of one family.
Endangered Species	A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.
Erosion	The wearing away of the land surfaces by running water or wind.
Fault	A fracture in the earth's crust forming a boundary between rock masses that have shifted.
Federal Candidate 1	An animal or plant species for which sufficient information exists to support listing as threatened or endangered.
Federal Candidate 2	An animal or plant species for which information exists indicating that it may be an appropriate threatened or endangered listing but for which substantial biological information to support a ruling is lacking.
Fire Hazard Zone	An area where, due to slope, weather or type of vegetation, the potential loss of life and property from a fire necessitate special fire protection measures and planning before development occurs.
Flood	A temporary overflow of watercourse onto lands that are used by man and not normally covered by water.
Flood, 100 Year	The maximum magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1% chance of occurring in any given year.
Floodplain	The relatively flat area or lowlands adjoining a river, creek, or bay which have been or may be covered by water.
Floor Area Ratio (FAR)	The ratio of gross building square footage to the area of the site on which the building is located (e.g., a 20,000 square foot building on a 40,000 square foot site has an FAR of 0.50), as further defined in the zoning code.
Freeway	A major roadway which routes traffic through the community and serves longer distance trips. They are characterized by large volumes of traffic and high speed travel.
Gateway	A point along a roadway at which a motorist gains a sense of entering a city.
Geotechnical Evaluation	A professional evaluation of a site using scientific methods and engineering principles of geology, geophysics, hydrology and related sciences.

Glossary

Goal	A general statement of purpose towards which the City will direct its efforts.
Ground Failure	Mudslide, landslide, liquefaction or other occurrences where the stability of soils is altered.
Habitat	The place or type of site where a plant or animal naturally or normally lives and grows.
Hazardous Material	A potentially injurious substance, including (among others) pesticides, herbicides, poisons, toxic metals, and chemicals, explosives, volatile chemicals and radioactive substances.
Historic	Associated with an important local, state or national event. or representing an outstanding example of an architectural period.
Homeless	Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or with friends or others on a temporary basis.
Household	All those persons -- related or unrelated -- who occupy a single housing unit.
Implementation Measure	Actions, programs or techniques that carry out policies.
Income Levels	Very Low Income: 50% or less of the San Mateo County median household income. Low Income: 50% to 80% of the county median income. Moderate Income: 80% to 120% of the county median income.
Infrastructure	The physical systems and services which support development and people, such as streets and highways, water and sewer systems, and the like.
Inventoried (or "Watch List")	A plant or animal species which is biologically rare, restricted in distribution, or associated with declining habitat, but not officially listed; used for information collection.
Jobs/Housing Balance	The ratio of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.
Ldn	An abbreviation for average day-night sound level which places greater emphasis on noise generated between 10:00 p.m. and 7:00 a.m.

Leq	An abbreviation for noise equivalent level, or the average sound level.
Level of Service (LOS)	A standard for evaluating traffic congestion at intersections by comparing traffic volumes to roadway capacity.
Liquefaction	A situation whereby certain granular soils are turned into a kind of quicksand as a result of strong seismic shaking.
Local Street	A street providing direct access to properties and designed to discourage through traffic.
Mean Sea Level	The average altitude of the sea surface for all tidal stages.
Mixed-use	Properties on which commercial or institutional uses are combined with residential in an integrated development project.
Multi-Family Dwelling	A residential dwelling unit under separate ownership within a building or complex of structures containing other units which share common building components such as foundations, roofing or structural systems.
National Register of Historic Places	The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures and objects significant in the national history or whose artistic or architectural value is unique.
Neighborhood Commercial Center	A convenience shopping center predominately serving residents in the immediate vicinity.
Noise	Any sound which is undesirable, annoying or unhealthful.
Noise Contour	A line indicated on a map which connects points of equal noise level.
Non-Conforming Use	A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming.
Open Space	An area with few or no paved surfaces or buildings, which may be primarily in its natural state or improved for use as a park.
Passive Recreation	Type of recreation or activity which does not require the use of organized play areas.
Peak Period	The period of a day (usually one hour) when traffic volumes are highest, usually occurring in the morning or evening commute periods.
Policy	A specific statement of principle or of guiding actions which implies clear commitment and direction.

Rare Species	A plant species that exists in limited localities, small numbers, or in disappearing habitat; may become threatened or endangered.
Regional/Community Commercial	A primarily commercial district providing goods and services to residents of San Mateo and residents outside the community.
Richter Scale	A measure of the size or energy release of an earthquake at its source.
Riparian Habitat	Pertaining to areas adjacent to streams that support natural vegetation and wildlife.
Scenic Route	A highway or roadway which, in addition to its transportation function, provides opportunities for enjoyment of natural and man-made scenic resources.
Secondary Unit	A self-contained living unit, either attached to or detached from, and in addition to the primary residential unit on a single lot.
Seiche	Earthquake induced water waves in a confined body of water.
Seismic	Caused by or subject to earthquakes.
Special Concern	An animal species considered by the State to be limited in distribution and potentially threatened but not officially listed.
Specific Plan	A tool for detailed policies, design controls and implementation measures affecting development within a specified area of the City.
Sphere of Influence	The probable ultimate physical boundaries and service area of a local agency as determined by the Local Agency Formation Committee (LAFCO) of the county.
Subsidence/Settlement	A sinking, settling or otherwise lowering of parts of the ground surface.
Threatened Species	A plant or animal species which is likely to become endangered in the foreseeable future.
Through Traffic	Traffic whose destination is beyond the immediate vicinity of the road the vehicle is on.
Transit	Urban and suburban rail and bus systems.
Transportation System Management (TSM)	Voluntary and/or mandatory traffic reduction measures undertaken to increase the efficiency of a transportation system through such measures as carpooling, transit use incentives, and flexible working hours.

Travel Mode	The basic type of travel taken, such as automobile, transit, bicycle, walking, etc.
Trip	One way travel from an origin to a destination for a particular purpose.
Tsunami	Seismic sea wave generated by submarine volcanic or earthquake activity.
Wetlands	Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water.
Zoning, Incentive	The award of bonus credits to a development in the form of more intensive use of land if public benefits -- such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas at ground level -- are included in a project.

ACKNOWLEDGEMENTS



ACKNOWLEDGEMENTS

1996/97 GENERAL PLAN UPDATE

CITY COUNCIL

Mayor Gary Yates
Deputy Mayor Sue Lempert
Council Member Paul Gumbinger
Council Member Jerry Hill
Council Member Claire Mack

PLANNING COMMISSION

Chair Maxine Turner
Vice-Chair Jack Matthews
Commissioner Stephen Brothers
Commissioner Karen R. Herrel
Commissioner Michael R. McClintock

PARKS AND RECREATION COMMISSION

Chair Thomas G. Bormes
Vice-Chair Brandon Gregg
Commissioner Craig Faries
Commissioner Karen Moen
Commissioner Bruce Wellman

PUBLIC WORKS COMMISSION

Chair Linda McDaniel
Vice-Chair Tonya V. Light
Commissioner Nancie Lee Cummins
Commissioner Jay Finkelstein
Commissioner Carol Groom

12

ACKNOWLEDGEMENTS

Firstly, I would like to thank my supervisor, Mr. [Name], for his guidance and support throughout the project.

Secondly, I would like to thank my colleagues for their assistance and cooperation.

I would also like to thank my family and friends for their encouragement and support. Finally, I would like to thank the [Organization] for providing me with the opportunity to work on this project.

I am grateful to all those who have helped me in the completion of this project. I hope that the results of this project will be useful to the [Organization] and the [Community].

I am sure that the [Organization] will find this project to be a valuable contribution to the [Field]. I am sure that the [Community] will find this project to be a valuable contribution to the [Field].

Staff Contributors

CITY MANAGER'S OFFICE

Arne Croce, City Manager
James Nantell, Deputy City Manager
Susan Loftus, Assistant City Manager

CITY ATTORNEY'S OFFICE

Roy Abrams, City Attorney
Katherine Wellman, Deputy City Attorney

COMMUNITY DEVELOPMENT DEPARTMENT

Barbara E. Kautz, Community Development Director
Gaye Quinn, Chief of Planning
Diana Whitecar, Econ. Dev./Business Assistance Mgr.
Raphael Adame, Acting Building Official
Rory Anne Walsh, Zoning Administrator
Ron Munekawa, Senior Planner
William Wanner, Associate Planner
Sandra Council, Housing/Econ. Dev. Specialist
Stephen Scott, Associate Planner
Robert McDonald, Associate Planner
John Livingstone, Public Service Planner
Miriam Clifford, Graphics Technician
Chris Brown, Graphics Technician*
Olivia Mueller, Secretary*

MANAGEMENT INFORMATION SERVICES

Craig Williams, Information Systems Manager
Toni Di Capua, Senior Word/Micro Processor
Lisa Palomar, Desktop Support Technician
Kathleen Costa, Word/Micro Processor

PARKS AND RECREATION DEPARTMENT

Sheila Canzian, Director of Parks and Recreation
Paul Council, Community Services Superintendent
Dennis Pawl, Parks & Landscape Maintenance Mgr.

PUBLIC WORKS DEPARTMENT

Arch Perry, Director of Public Works
Elizabeth Diamond, City Engineer
Darla Reams, Senior Engineer
Ron Metsers, Senior Engineer
Gary Heap, Associate Engineer
Ken Pacini, Associate Engineer
Vernon Bessey, Environ. Compliance Coordinator
Jenny Linenberger, Admin. Aide Environ. Compliance

POLICE DEPARTMENT

John Stangl, Police Chief
Andrea Lozano, Crime Analyst

Introduction

Section 1: Overview	Section 2: Details
Section 3: Summary	Section 4: Conclusion
Section 5: Appendix	Section 6: References
Section 7: Glossary	Section 8: Index
Section 9: Acknowledgments	Section 10: Contact Information
Section 11: Disclaimer	Section 12: Copyright
Section 13: Privacy Policy	Section 14: Terms of Service
Section 15: About Us	Section 16: Future Plans
Section 17: Feedback	Section 18: Support
Section 19: Legal Notices	Section 20: Final Remarks
Section 21: Additional Information	Section 22: Notes
Section 23: Revision History	Section 24: Change Log
Section 25: Revision History	Section 26: Change Log
Section 27: Revision History	Section 28: Change Log
Section 29: Revision History	Section 30: Change Log
Section 31: Revision History	Section 32: Change Log
Section 33: Revision History	Section 34: Change Log
Section 35: Revision History	Section 36: Change Log
Section 37: Revision History	Section 38: Change Log
Section 39: Revision History	Section 40: Change Log
Section 41: Revision History	Section 42: Change Log
Section 43: Revision History	Section 44: Change Log
Section 45: Revision History	Section 46: Change Log
Section 47: Revision History	Section 48: Change Log
Section 49: Revision History	Section 50: Change Log
Section 51: Revision History	Section 52: Change Log
Section 53: Revision History	Section 54: Change Log
Section 55: Revision History	Section 56: Change Log
Section 57: Revision History	Section 58: Change Log
Section 59: Revision History	Section 60: Change Log
Section 61: Revision History	Section 62: Change Log
Section 63: Revision History	Section 64: Change Log
Section 65: Revision History	Section 66: Change Log
Section 67: Revision History	Section 68: Change Log
Section 69: Revision History	Section 70: Change Log
Section 71: Revision History	Section 72: Change Log
Section 73: Revision History	Section 74: Change Log
Section 75: Revision History	Section 76: Change Log
Section 77: Revision History	Section 78: Change Log
Section 79: Revision History	Section 80: Change Log
Section 81: Revision History	Section 82: Change Log
Section 83: Revision History	Section 84: Change Log
Section 85: Revision History	Section 86: Change Log
Section 87: Revision History	Section 88: Change Log
Section 89: Revision History	Section 90: Change Log
Section 91: Revision History	Section 92: Change Log
Section 93: Revision History	Section 94: Change Log
Section 95: Revision History	Section 96: Change Log
Section 97: Revision History	Section 98: Change Log
Section 99: Revision History	Section 100: Change Log

FIRE DEPARTMENT

William McDonald, Fire Chief

LIBRARY

K. G. Ouye, City Librarian

CITY CLERK'S OFFICE

Norma Gomez, City Clerk
Lois Clausen, Deputy City Clerk
Pearl Montoya, Deputy City Clerk

CONSULTANTS

Meyer Mohaddes Associates, Transportation
Economic and Planning Systems, Planning

1990 GENERAL PLAN

CITY COUNCIL

Mayor Thomas R. Mack
Deputy Mayor Jane M. Powell
Council Member Jane Baker
Council Member Paul J. Gumbinger
Council Member Florence P. Rhoads

PLANNING COMMISSION

Chair George Dolim
Vice-Chair Ronald Marblestone
Commissioner Michael D. Ashley
Commissioner Carol S. Boes
Commissioner Martin Harband

GENERAL PLAN CITIZENS ADVISORY COMMITTEE

Chair Alan Shapiro
Vice-Chair Sarah Cheney
Elizabeth Bogel
Stephen Brothers
Robert M. Desky
Albert J. DiMatteo
Marc M. Hayman
Timothy Inama
Tad Masaoka
Alice Morison
Michael D. Ragan
Richard D. Rush
Virginia L. Schutte
Cynthia Strause
Maxine Turner
Carol Thein
Walter Worthge

Staff Contributors

CITY MANAGER'S OFFICE

Arne Croce, City Manager
James Nantell, Deputy City Manager
Richard DeLong, City Manager*

COMMUNITY DEVELOPMENT DEPARTMENT

Barbara E. Kautz, Community Development Director
Robert M. Brown, Chief of Planning
Susan Loftus, Economic Development Manager
Fred Cullum, Building Official

Advanced Planning

Rory Anne Walsh, Senior Planner
Paul Korry, Associate Planner
Steve Carlson, Associate Planner*
Kimberly Powleson, Associate Planner*
Robert McDonald, Planning Technician*
Paul Bignardi, Planning Technician*

Current Planning

Ron MuneKawa, Senior Planner
Dan Hodapp, Associate Planner
William Wanner, Associate Planner
Stephen Scott, Associate Planner
Gretchen Borg, Planning Technician*
Miriam Clifford, Graphics Technician
Kendall Lee, Graphics Technician*

Support Staff

Toni Di Capua, Executive Secretary
Julia Locatelli, Executive Secretary*
Valerie Dickinson, Secretary*
Olivia Mueller, Secretary
Diane Navarrete, Administrative Clerk*

PARKS AND RECREATION

Paul Council, Community Services Superintendent

CITY CLERK

Emily Igarashi, Office Services Supervisor
Kathleen Costa, Word/Micro Processor II
Lisa Palomar, Word/Micro Processor II

MANAGEMENT INFORMATION SERVICES

Craig Williams, Information Services Manager
Joan Schoening, Program Analyst I
Steve Yoshifuji, Program Analyst II

THE HISTORY OF THE

REIGN OF
HENRY THE SEVENTH
OF ENGLAND

BY
JOHN HALLAM

IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

THE HISTORY OF
THE REIGN OF
HENRY THE SEVENTH

OF ENGLAND
IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

THE HISTORY OF
THE REIGN OF
HENRY THE SEVENTH
OF ENGLAND
IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

THE HISTORY OF
THE REIGN OF
HENRY THE SEVENTH
OF ENGLAND
IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

THE HISTORY OF
THE REIGN OF
HENRY THE SEVENTH
OF ENGLAND
IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

THE HISTORY OF
THE REIGN OF
HENRY THE SEVENTH
OF ENGLAND
IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

THE HISTORY OF
THE REIGN OF
HENRY THE SEVENTH
OF ENGLAND
IN THREE VOLUMES.
VOL. II.
LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1797.

Staff Contributors

(continued)

CITY ATTORNEY'S OFFICE

Roy Abrams, City Attorney
Marlene Prendergast, Deputy City Attorney II

PUBLIC WORKS DEPARTMENT

Arch Perry, Director of Public Works
Elizabeth Diamond, City Engineer
Robert Bezzant, Director of Public Works*

FIRE DEPARTMENT

Arthur Koron, Fire Chief*
Jill Abrams, Fire Management Analyst II

POLICE DEPARTMENT

Lawrence Phipps, Police Chief
Edward Smith, Police Lieutenant

LIBRARY

Nancy Crabbe, City Librarian

CONSULTANTS

TJKM, Transportation
Economic and Planning Systems, Fiscal
Moore Iacofano Goltsman, Public Participation
Linda Wickert, Historic Survey
Frani Halperin, Sketch Artist

PHOTO CREDITS

Jeff Barile
Robert Brown
Kim Powleson*
San Mateo County Historical Association
SamTrans
Miriam Clifford

*Former Staff

Single Family
Low Density Multi-Family
Medium Density Multi-Family
High Density Multi-Family
Neighborhood Commercial
Regional/Community Commercial
Downtown Retail Core
Downtown Retail Core Support
Service Commercial
Manufacturing
Executive Office
Public Facility
Parks/Open Space
Utilities
Transportation Corridor
Major Institution/Special Facility
Mixed Use Incentive
(see above colors for designation mix)

[illegible]

GENERAL PLAN

LAND USE ELEMENT

CITY
OF
SAN
MATEO